

City of Tulare

General Plan Update Goals and Policies Report



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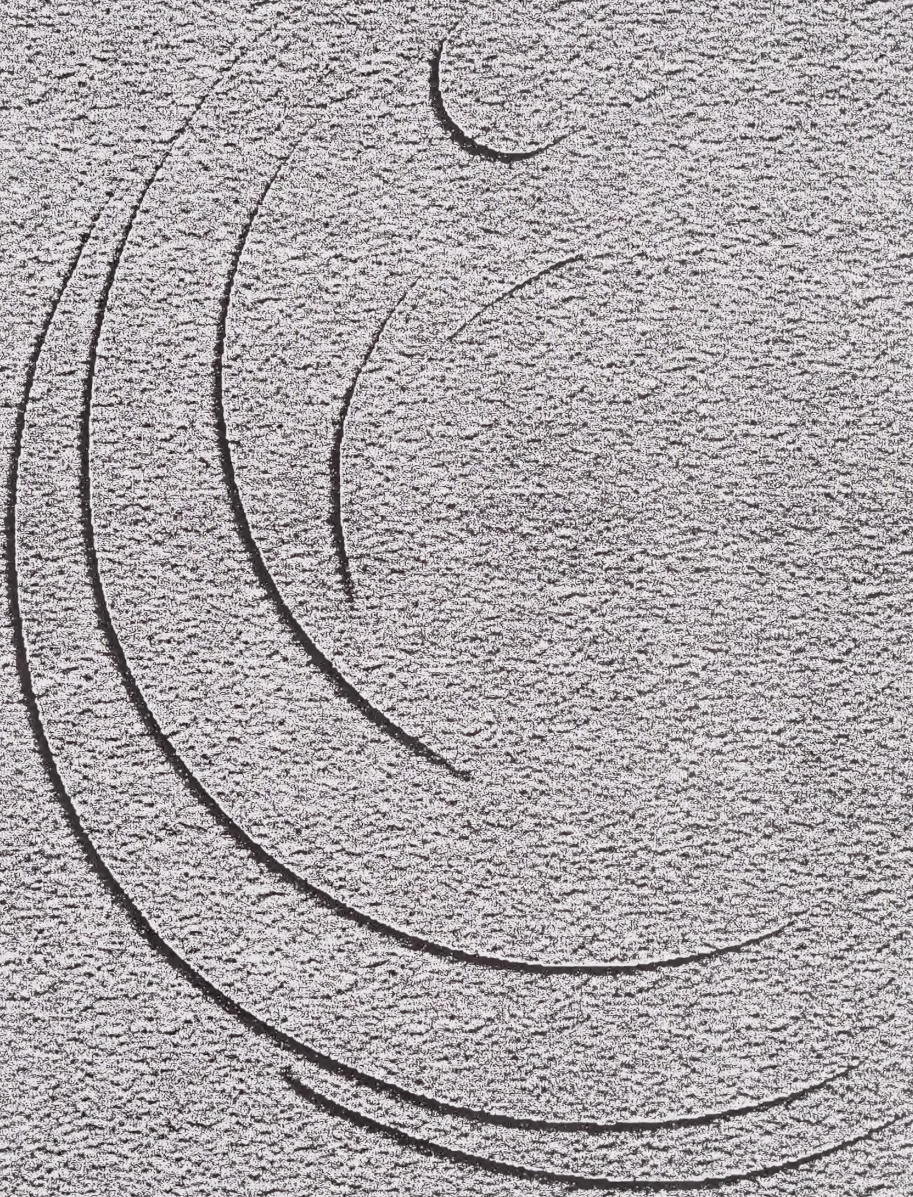
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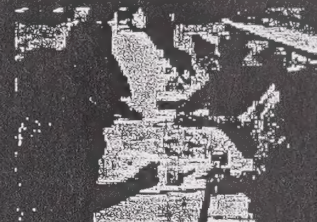
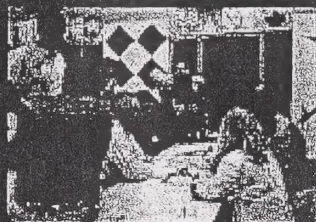
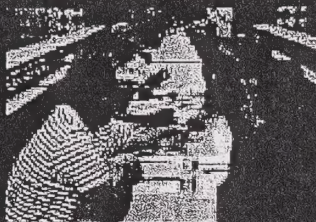
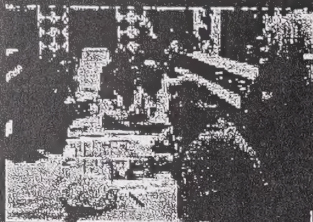
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1.

Introduction



Introduction

1.1 General Plans in California

State law requires each county and city to prepare and adopt a comprehensive and long-range general plan for its physical development (Government Code Section 65300). The general plan must address the seven topics (referred to as "elements") of land use, circulation, housing, open-space, conservation, safety, and noise (Government Code Section 65302), to the extent that the topics are locally relevant. It may also include other topics of local interest, as chosen by the city (Government Code Section 65303).

Together, the seven mandated elements of a general plan form a comprehensive set of planning policies. The land use element designates the general distribution and intensity of land uses within the planning area. The circulation element identifies the general location and extent of existing and proposed transportation facilities and utilities. The housing element is a comprehensive assessment of current and future housing needs for all segments of the city population, as well as a program for meeting those needs. The open-space element describes measures for the preservation of open space for the protection of natural resources, the managed production of resources, and for recreation and public health and safety. The conservation element addresses the conservation, development, and use of natural resources. The safety element establishes policies to protect the community from risks associated with natural and human-made hazards such as seismic, geologic, flooding, wildfire hazards, and air pollution. The noise element identifies major noise sources and contains policies intended to protect the community from exposure to excessive noise levels.

A comprehensive general plan provides a city with a consistent framework for land use decision-making. The general plan has been called the

"constitution" for land use development to emphasize its importance to land use decisions. The general plan and its maps, diagrams, and development policies form the basis for city zoning, subdivision, and public works actions. Under California law, no specific plan, area plan, zoning ordinance, subdivision map, nor public works project may be approved unless the city finds that it is consistent with the adopted general plan.

A city may adopt a general plan in the format that best fits its unique circumstances (Government Code Section 65300.5). In doing so, the city must ensure that the general plan and its component parts comprise an integrated, internally consistent, and compatible statement of development policies. As part of this General Plan Update, the City of Tulare updated three General Plan elements (Land Use, Circulation, and Conservation and Open Space), and has integrated background information, goals and policies, and environmental analysis, as described below.

1.2 City of Tulare General Plan

The General Plan Update program began in the fall of 2005 and included many opportunities for public input in the shaping of the final plan. The result of this work included documenting current conditions, adopting three new general plan elements, and conducting the required environmental review of the new elements.

The City of Tulare General Plan Update program included the preparation of a number of major documents. These include the adopted General Plan Update and General Plan Supporting Documents.

Adopted General Plan Update Documents

- **General Plan Update - Goals and Policies Report.** This document contains the goals and policies that will guide future decisions within the City. It also identifies a full set of implementation measures that will ensure the goals and policies in the General Plan Update are carried out. Since only three elements were updated as part of this effort, the other elements of the City's existing General Plan remain in effect.

This update, and the existing elements not included in the update, comprise the City's entire General Plan.

General Plan Supporting Documents

- **Issues and Alternatives Report.** This report discusses the major planning issues facing the City and alternative approaches to address these issues. The report distills the input of the public, members of the City of Tulare City Council and Planning Commission, the Community Advisory Committee (CAC), and City staff.
- **Environmental Impact Report.** The environmental impact report (EIR) prepared for the General Plan is designed to meet the requirements of the California Environmental Quality Act (CEQA). The Planning Commission, City Council, the community, and interested public agencies used the EIR during review of the draft General Plan in order to understand the potential environmental implications associated with implementation of the General Plan.

1.3 Community Involvement Process

In updating the General Plan, the City conducted an extensive community involvement process, which involved the components discussed in the following paragraphs.

Community Advisory Committee (CAC)

To provide guidance in the General Plan Update, the City created a General Plan advisory committee – the CAC. The CAC was made up of individuals selected from the community and was designed to provide additional community input to the Planning Commission and City Council and give input to City staff and the General Plan consulting team during the development of the General Plan.

Community Workshops

Four community workshops were held to gain public input on the development and content of the General Plan documents.

- Issues & Opportunities, September 27, 2005
- Actions & Alternatives, March 2, 2006
- Land Use Concepts, May 3, 2006
- Vision, November 14, 2006

City Council / Planning Commission Joint Workshops

During the development of the draft General Plan Update, three joint City Council / Planning Commission workshops were held. During these workshops, input was sought on the following:

- Formation of the CAC and identifying its membership
- Defining the Planning Area for the General Plan
- Evaluating issues and opportunities and providing direction on key policy solutions
- Evaluating land use alternatives and defining a preferred alternative

Public Hearings

The Planning Commission and the City Council held formal public hearings to solicit public input on the draft General Plan and associated EIR. The Planning Commission held public hearings on February 25, March 3, and March 17, 2008. The final action was to recommend to the City Council the certification of the final EIR and adoption of the General Plan Update, as modified by the Planning Commission.

Working from the Planning Commission's recommendations, the City Council held public hearings on March 18 and April 15, 2008. The City Council's final action was to approve the following resolutions:

- a) **Resolution 08-13:** A Resolution of the Council of City of Tulare Adopting Findings, Statement of Overriding Considerations, Mitigation Monitoring Program, and Certifying the Environmental Impact Report for the 2030 Tulare General Plan Update
- b) **Resolution 08-14:** A Resolution of the Council of City of Tulare Approving, as Amended, the 2030 Tulare General Plan Update Consisting of Revised Land Use, Circulation, and Conservation and Open Space Elements

Website

A website was maintained during preparation of the General Plan Update to provide up-to-date information on the program. This site contained schedules for future meetings and provided a location to download documents prepared during the update process. Following adoption of the General Plan Update, the final files were made available on the City's website.



*To download a copy of the General Plan,
please visit:*

www.ci.tulare.ca.us

Newsletters

As part of the community involvement process, two newsletters were prepared to provide information on the progress of the General Plan Update.

- **Defining the Future.** This newsletter provided an overview of the General Plan Update process, including a description of what would be covered in the update and how to stay involved in the process.
- **Issues and Alternatives.** Based on inputs received from the public workshops, a newsletter summary of key issues and potential policy responses was prepared. This

newsletter was presented and updated during workshops with the City Council and Planning Commission. The purpose of the newsletter was to identify and discuss the policy directions that would be used to guide the preparation of the General Plan Update. The final version of this newsletter became the Issues and Alternatives Report.

1.4 Environmental Analysis

As required by the California Environmental Quality Act (CEQA, Public Resources Code Section 21000, et seq.), the City Council considered the findings of an environmental impact report (EIR) prior to adopting the General Plan Update. In order to minimize redundancy, the General Plan Update and EIR have been prepared as a combined document, as allowed under Section 15166 of the State CEQA Guidelines. The components of the General Plan Update and EIR taken together met the CEQA requirements for EIR content and analysis. The General Plan Update - Goals and Policies Report was the project description and provided environmental mitigation in the form of goals, policies, and implementation measures. The EIR included the remaining components required by CEQA.

All mitigation measures recommended to reduce the potential environmental impacts of the General Plan Update below a level of significance that related to the three elements being updated were incorporated as policies and implementation measures in the General Plan Update. For mitigation measures related to other elements not covered by this update, a separate set of mitigations was prepared and adopted.

1.5 General Plan Organization

The Tulare General Plan 2030 sets out a hierarchy of goals, policies, and implementation programs to guide future development in the city, encouraging infill development and providing guidance for the orderly expansion.

The draft General Plan Update (Goals and Policies Report) contained the three elements selected for update as part of this program (Land Use,

Circulation, and Conservation and Open Space). The other elements that make up the current General Plan are not proposed for update at this time, and are not included in this draft report. The existing elements not updated with this process combined with the other existing elements in this General Plan Update together form the complete General Plan for the City.

Each element in this update contains the goals, policies, and implementation measures that will be used to guide the future of the city. In each element, goals and policies are numbered according to the topic they address. In the General Plan Update, a one-, two-, or three-letter acronym is given to each element. This acronym is used to identify all goals and policies in a given element, and is used to identify which policy and implementation measures go together. For example, goals and policies for the Land Use Element use the acronym "LU."

The General Plan Update - Goals and Policies Report is organized as shown below.

Chapter 1 Introduction

The introduction covers general plans in California, the City of Tulare's General Plan update program, public participation, and organization of this document.

Chapter 2 Land Use Element

LU

This element establishes goals, policies, and implementation measures for residential, commercial, industrial, and other land uses in the city.

Chapter 3 Transportation and Circulation Element

TC

This element identifies goals, policies, and implementation measures to ensure that transportation and circulation needs are met within the city. In addition to automobile travel, this element also addresses pedestrian, bicycle, transit, trucking, parking, aviation, and other transportation issues.

Chapter 4 Conservation and Open Space Element

COS

This element identifies goals, policies, and implementation measures to ensure the appropriate use, enjoyment, and protection of natural and cultural resources in the city. This element also covers recreational facilities and activities.

As stated above, this General Plan Update includes updates to three elements, which are further divided into related topic areas. To make the elements easier to use and reference, each element is organized using a similar structure.

Goal

Each element contains the goals and policies that will be used by the City to guide future land use, development, and environmental protection decisions. In general terms, a goal is a statement that describes in general terms a desired future condition or "end" state. A goal serves as a general direction-setter.

In this General Plan, goal statements will be formatted like the following example. In the example, the shaded box on the left is the goal's reference number: "LU" refers to the Land Use element and the "2" means this is the second goal under this topic. Each element will have one or more goals.

Example

LU-2

To grow in an orderly pattern consistent with the economic, social, and environmental needs of the City of Tulare.

For each goal, policy, and implementation measure, the information in the brackets at the end of the statement shows if this item is a modification of an existing General Plan component or something new with this update. These references are provided to assist in the review of the draft General Plan and will be removed in the adopted version.

Policy

A policy is a statement that guides a specific course of action for decision-makers to achieve a desired goal. A policy must be clear and unambiguous. The example below shows what a policy statement looks like. In this General Plan, every goal has one or more policies associated with it. The letters and first number (e.g., "LU-2.2") shows what goal this policy supports. The final number in the identifier (e.g., ".2") shows that this is the second policy that supports Goal LU-2.

Example

LU-2.2 Compact Development

The City shall promote development patterns that are compact and use space in an efficient but aesthetic manner to promote more walking, biking and use of public transit.

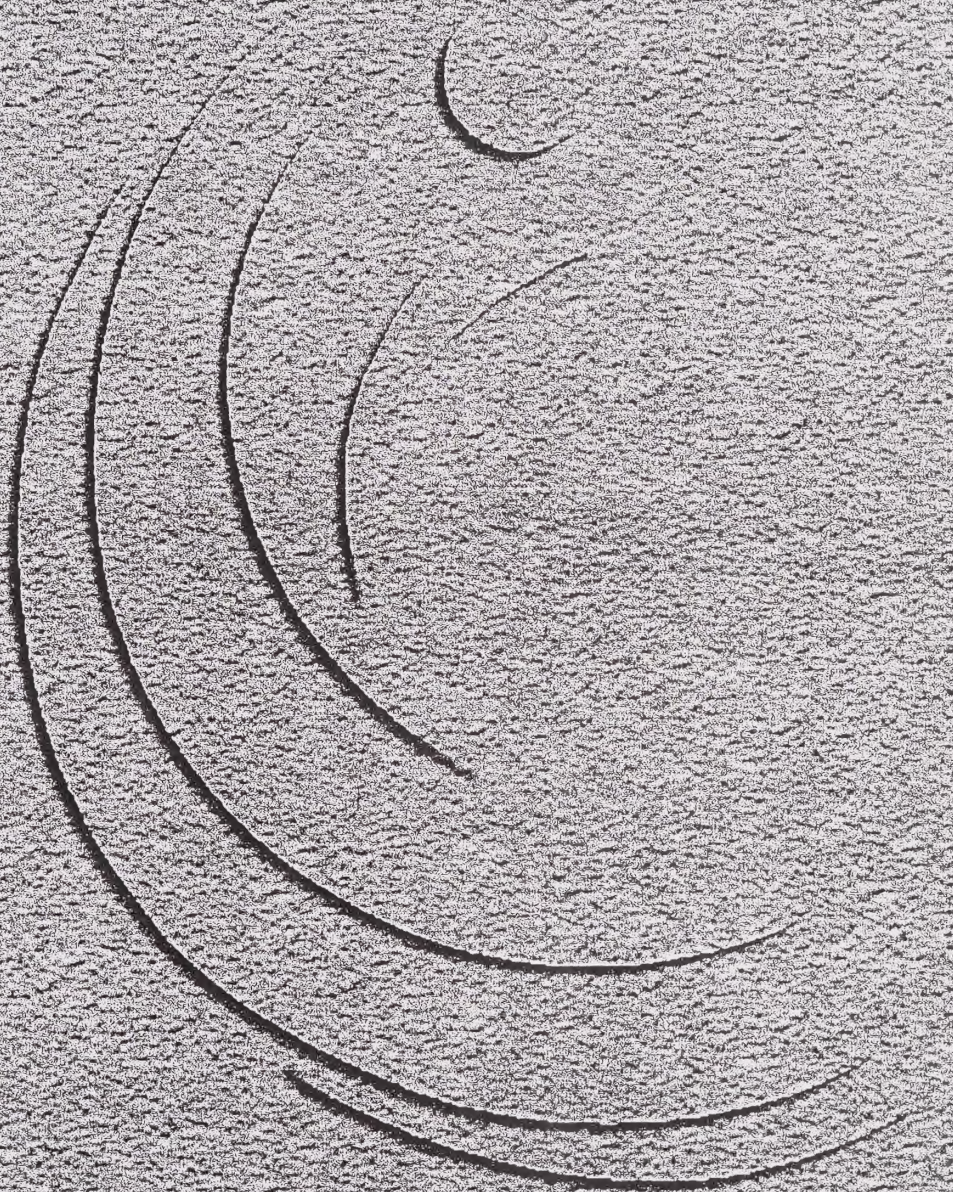
Implementation Measures

To help ensure that appropriate actions are taken to implement the General Plan, a set of implementation measures are provided at the end of each element. An implementation measure is a specific measure, program, procedure, or technique that carries out plan policies. Following the goals and policies for each element, a table lists the implementation measures, states which policy(ies) the implementation measure supports, states what City departments are responsible to see this implementation is accomplished, and provides a timeline for when this implementation will be completed.

Example

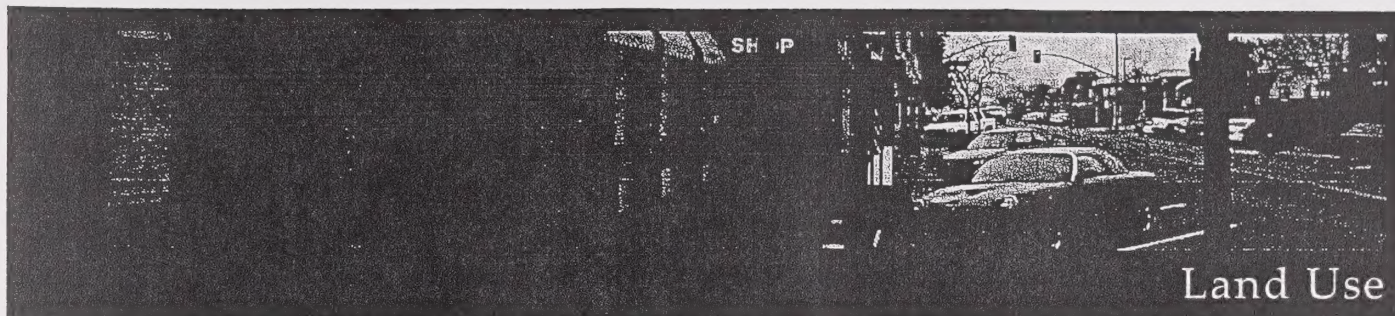
	Implementation	Implements What Policy	Who is Responsible	2008-2010	2010-2015	2015-2030	On-Going
LU-3	The City shall develop zoning incentives to encourage innovative design in both infill and newly developing areas that optimizes the use of vacant land through flexible development standards, shared parking, landscaping, and site amenities.	LU-2.2 LU-2.3	Development Services	■			

Please see the next page.



2.

Land Use Element



Once situated within the largely rural San Joaquin Valley, the City of Tulare finds itself surrounded by growth and population expansion. Continuing its average annual growth rate of 2.8 percent, the City is expected to witness an additional 40,000 residents over the next 25 years. In addition to accommodating future population growth, the City is working to creating a healthy, sustainable community that provides a range of land uses and the desired quality of life for City residents.

Quality of life can be measured by many factors, including the sense of community, adequacy of services available, environmental quality, and other locally important factors. As part of the City's quality of life, Tulare's ability to continue to develop unique urban forms that identify them with the City and its resident's needs is critical. Residents who identify with, and establish ties to, their neighborhoods and community enjoy a higher satisfaction with their quality of life in that community.

This Land Use Element is based on the following guiding principles:

- **Protect important natural resources and agricultural lands.** The natural land is one of the region's best assets. Protecting these vital resources will be paramount to the development of a sustainable and vibrant community.
- **Encourage sustainable design requirements.** The use of community design guidelines and policies that encourage the development of strong neighborhoods, efficient mobility, and natural and cultural resource protection will promote a healthy and economically viable city. Urban form and design are the building blocks of what defines neighborhoods, centers, and communities. From the downtown core to a residential neighborhood, the continuity among existing and new development helps identify the various places that make Tulare a great community in the Central Valley.

- **Ensure the provision of housing for all economic segments of the community.**

These policies seek to promote the development of range of housing types, both through conservation and enhancement of existing housing and the promotion of new neighborhoods with a mixture of densities.

- **Neighborhoods and Villages.** Develop a series of interconnected neighborhoods and villages intended to embody features that encourage alternative modes of transportation and promote mixed-use and mixed density areas. To form a more diverse, connected, and efficient community the City is encouraging the development of compact and walkable villages. Village policies are centered on the foundation for the need to maximize sustainability and reduce external trips and reliance on the automobile.

This element prescribes the locations of various land uses and sets out the standards for future development and redevelopment. This element contains two major components. The first part describes the Land Use Diagram and the land use classification system and standards. The second part sets out goals, policies, and implementation programs for existing and future development.

The Land Use Element is divided into the following 15 sections:

- Land Use Diagram and Standards (Section 2.1)
- Growth Patterns (Section 2.2)
- Residential Development (Section 2.3)
- Commercial Development (Section 2.4)
- Downtown Development (Section 2.5)
- Industrial Development (Section 2.6)
- Mixed Use Development (Section 2.7)
- Villages (Section 2.8)
- Reserve Lands (Section 2.9)
- Airport (Section 2.10)
- Municipal Services (2.11)
- Higher Education (Section 2.12)
- Community Character/Design (Section 2.13)
- Administration/Implementation (Section 2.14)
- Implementation Measures (Section 2.15)

Key Terms

Airport Influence Area (AIA). The Airport Influence Area is an area around an airport that requires additional land use regulation to accommodate aircraft operations. The zone is identified in the Airport Land Use Compatibility Plan (ALUCP) by the Airport Land Use Commission (ALUC) and is subject to special use and development regulations including but not limited use, building height, low density residential uses, and other limiting factors. If an AIA that reflects current operations is not available, the AIA will be considered to be a two nautical mile buffer as measured from the runway(s) centerline. The runway will include helicopter take-off and landing zones if not on the primary runway.

Commercial. A land use classification which permits facilities for the buying and selling of commodities and services.

Density. This term is applied to residential development in the Planning Area and is defined as the number of units per gross acre (dwelling units per acre or DU/A) on a given site.

Development. This is the physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities).

Gross Acreage. This term refers to the total area of a site. This General Plan utilizes gross acreage in the definition of density and intensity.

Industrial. The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Intensity. This term is applied to non-residential development in the Planning Area, including commercial and industrial uses. Intensity is defined using a floor area ratio.

Land Use. Land use is the occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Land Use Classification. A system for classifying and designating the appropriate use of properties.

Mixed-use. Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Office. The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

Open Space. Open space is any parcel or area of land or water which is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Residential. Land designated in the Tulare City General Plan and Zoning Ordinance for buildings consisting only of dwelling units. May be vacant or unimproved.

Zoning. Zoning is the principal tool for implementing the general plan; it translates general plan land use recommendations and standards directly into enforceable regulations. In its most elementary form, zoning is the division of a community into districts and the specification of allowable uses and development standards for each of the districts. Typically, the zoning ordinance consists of text and a map delineating districts for such basic land uses as residential, commercial, and industrial and establishing special regulations for parking, floodplains, and other specific concerns. For each of the basic land uses, the zoning ordinance text typically includes an explanation of the purpose of the zoning district; a list of principal permitted uses; a list of uses allowed by conditional use permit; and standards for minimum lot size, density, height, lot coverage, and setback.

State law requires that zoning ordinances be consistent with the general plan. A zoning ordinance is consistent with an adopted general plan only if the various land uses authorized by the zoning ordinance "are compatible with the objectives, policies, and general land uses and programs specified in such a plan" (Government Code Section 65860[a]). State law also provides that in the event that a zoning ordinance becomes inconsistent with a general plan by reason of amendment to such a plan, the zoning ordinance must be amended within a reasonable time so that it is consistent with the general plan as amended (Government Code Section 65860 [a]).

2.1 Land Use Diagram and Standards

State planning law requires general plans to establish "standards of population density and building intensity" for the various land use designations in the plan (Government Code Section 65302(a)). To satisfy this requirement, the General Plan includes such standards for each land use designation appearing on the Land Use Diagram. These standards are stated differently for residential and non-residential development. Table 2-1 provides a summary of the land use designations and standards used in the City of Tulare. In addition, the land use designations and standards guide the zoning ordinance and zoning categories for more detailed development standards. Table 2-2 provides correspondence between the land use designations and zoning categories. The following summary explains how the land use designation standards operate.

Table 2-1. Land Use Designations

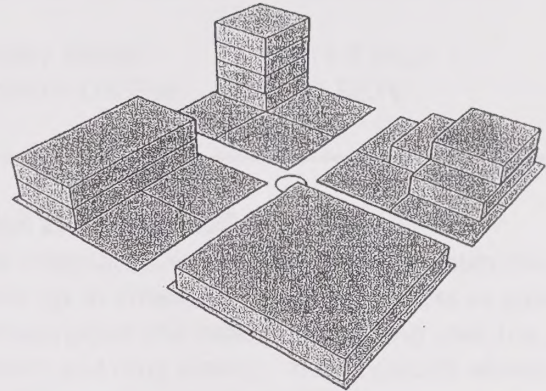
Land Use Designations	Land Use Label	Minimum Lot Size	Dwelling Units Per Gross Acre	Maximum Floor Area Ratio (FAR)
Residential				
Rural Residential	RR	20,000 Sq.Ft.	0.0-2.0	--
Residential Estate	RE	12,500 Sq.Ft.	2.1-3.0	--
Low Density Residential	LDR	6,000 Sq.Ft.	3.1-7.0	--
Medium Density Residential	MDR	3,000 Sq.Ft.	7.1-14.0	--
High Density Residential	HDR	1,500 Sq.Ft.	14.1-29.0	--
Commercial				
Neighborhood Commercial	NC	2 Acres	--	0.6
Community Commercial	CC	7 Acres	--	0.27
Regional Commercial	RC	20 Acres	--	0.27
Central Business District	CBD	N/A	0-29.0	3.0
Service Commercial	SC	20,000 Sq.Ft.	--	0.6
Entertainment Commercial	EC	50 Acres	--	0.2
Office Commercial	OC	4,000 Sq.Ft.	--	0.8
Industrial				
Light Industrial	LI	20,000 Sq.Ft.	--	0.6
Heavy Industrial	HI	40,000 Sq.Ft.	--	0.4
Other				
Public/Quasi-Public	PUB	N/A	--	0.6
Parks and Recreation	PR	N/A	--	--
Open Space/Agriculture	A	10 Acres	1 Unit/Lot	--
Mixed Use	MU	N/A	0-29.0	3.0
Village	V	See policies under Goal LU-8, Villages		
Reserve				
Residential Reserve	RSV-R	--	1 Unit/Lot	--
Commercial Reserve	RSV-C	--	--	--
Industrial Reserve	RSV-I	--	--	--

Table 2-2. Zoning Consistency Matrix

Zone	RA	R1-4	R1-5	R1-6	R1-7	R1-8	R1-12.5	R1-20	RM-1	RM-2	RM-3	RM-4	C-1	C-2	C-3	C-4	M-1	M-2	PL	A	PUD	UR
Land Use Designation																						
Rural Residential	■							■											■			
Residential Estate							■	■											■			
Low Density Residential		■	■	■	■	■													■			
Medium Density Residential		■							■	■	■	■							■			
High Density Residential									■	■	■	■							■			
Neighborhood Commercial													■									
Community Commercial															■							
Regional Commercial															■							
Central Business District									■	■	■	■			■				■			
Service Commercial																■						
Entertainment Commercial															■	■			■		■	
Office Commercial														■								
Light Industrial																	■					
Heavy Industrial																		■				
Public/Quasi-Public																			■			
Parks and Recreation																			■			
Open Space/Agriculture	■																			■		
Mixed Use			■						■	■	■	■			■				■			
Village																				■	■	
Residential Reserve	■																			■		■
Commercial Reserve	■																			■		■
Industrial Reserve	■																			■		■

Residential Development

Standards of development density for residential uses are stated as the allowable range of dwelling units per gross acre. The term "gross acre" includes all land (including streets and rights-of-way) designated for a particular residential use, while net acreage excludes streets and rights-of-way. In urban areas, net acreage is normally 20 to 25 percent less for a given area than gross acreage. In rural areas and open space areas, the difference between net and gross can be as low as five percent. Net acreage is the standard typically used in zoning, while gross acreage is more commonly used in general plan designations.



FAR 1.0 Examples

Standards of population density for residential uses can be derived by multiplying the maximum allowable number of dwelling units per gross acre by the average number of persons per dwelling unit assumed for the applicable residential designation. In 2003, according to the Tulare County Association of Governments, the average household size was 3.08 persons per household.

Non Residential Development

Standards of building intensity for non-residential uses such as commercial and industrial development are stated as maximum floor-area ratios (FARs). A floor-area ratio is the ratio of the gross building square footage on a lot to the net square footage of the lot (or parcel).

For example, on a lot with 10,000 net square feet of land area, an FAR of 1.00 will allow 10,000 square feet of gross building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same 10,000-square-foot lot, an FAR of 0.5 would allow 5,000 square feet of floor area, and an FAR of 0.25 would allow 2,500 square feet. The diagram below shows graphically how various building configurations representing a FAR of 1.0 could cover a lot.

LU-1

To ensure that Tulare's future growth will proceed in an orderly manner, provide for an appropriate mix of land use opportunities, encourage and provide incentives for infill development, prevent urban sprawl, and promote the efficient and equitable provision of public services.

LU-1.1 Land Use Diagram

The City shall utilize and maintain the Land Use Diagram to designate the location and extent of each land use designation within the Planning Area.



It is typical for the Land Use Diagram to be updated over time. Please check with the Community Development Department to ensure you have the current version.

LU-1.2 Land Use Designations

The City will utilize the land use designations presented on the following pages for regulating future growth within the Planning Area.

Residential Designations

Rural Residential (RR)

This designation establishes areas for single-family residential development on large lots. Uses typically include single family dwellings and mini-farms or ranchettes where agricultural activity is secondary to the residential land use. Lots within this designation are typically large enough to support independent wastewater disposal (septic) systems.

Density Range: 0-2.0 DU/A
Minimum Lot Size: 20,000 Sq.Ft.

Residential Estate (RE)

This designation establishes areas for large lot single family estate dwellings. Uses typically allowed include detached single family homes, secondary dwellings, and support uses (i.e., servant quarters and/or pool house).

Density Range: 2.1-3.0 DU/A
Minimum Lot Size: 12,500 Sq.Ft.

Low-Density Residential (LDR)

This designation establishes areas for single family residences in a suburban configuration. Uses typically allowed include detached single family homes, secondary dwellings, and residential support uses such as churches, schools, and other necessary public utilities and safety facilities.

Density Range: 3.1-7.0 DU/A
Minimum Lot Size: 6,000 Sq.Ft.

Medium-Density Residential (MDR)

This land designation establishes areas for single family and low density multifamily dwellings located near neighborhood serving uses such as, grocery stores, schools, parks, and other public services. Uses typically allowed include single

family dwellings, second units, town homes, duplexes, triplexes, and mobile home parks.

Density Range: 7.1-14.0 DU/A
Minimum Lot Size: 3,000 Sq.Ft.

High Density Residential (HDR)

This designation established areas for multi-family dwellings in urbanized areas with access to public transportation and residential serving uses (i.e., grocers and drug stores). Uses typically allowed include duplexes, triplexes, townhomes, and apartments near schools, parks, and other public services.

Maximum Density: 14.1-29.0 DU/A
Minimum Lot Size: 1,500 Sq.Ft.

Commercial Designations

Neighborhood Commercial (NC)

This designation establishes areas for daily convenience shopping services adjacent to residential neighborhoods. Uses typically allowed include supermarkets, drug stores, and other residential serving uses that are convenient to vehicular access and highly accessible for pedestrians and bicyclists. These centers typically contain 30,000 to 100,000 square feet of floor area on approximately 2 to 5 acres. Neighborhood centers usually include a grocery store as a leading tenant, and generally require a support population or 3,000 to 40,000 people.

Maximum Intensity: 0.6 FAR
Minimum Development Size: 2 Acres

Community Commercial (CC)

This designation establishes areas for community oriented uses with a community-wide market base. Uses typically allowed include community commercial centers, shopping plazas, and shopping centers that include a junior department store, or a large variety, discount or department

store with direct and convenient arterial access and access for pedestrians, bicyclists, and public transit. These centers typically contain 100,000 to 300,000 square feet of floor area on 7 to 20 acres.

Maximum Intensity: 0.27 FAR
Minimum Development Size: 7 acres

Regional Commercial (RC)

This designation establishes areas for regional retail centers capable of drawing consumers from outside the Planning Area. Uses typically allowed include regional malls and outlet centers that contain department stores, comparison, and specialty retail uses with direct and visual arterial and highway access. Developments in this designation typically contain 500,000 or more square feet of commercial space on approximately 20 to 50 acres, although larger sites are possible depending on the uses proposed.

Maximum Intensity: 0.27 FAR
Minimum Development Size: 20 acres

Central Business District (CBD)

This designation establishes the Downtown as the predominant urban area of the city to provide a central gathering place for commerce and living. Uses typically allowed include eating and drinking establishments, personal, medical, and professional services, retail sales, medium-high and high density residential dwellings, and mixed-use development.

Maximum Density: 0.0-29.0 DU/A
Minimum Intensity: 3.0 FAR
Minimum Lot Size: N/A

Service Commercial (SC)

This designation establishes areas for neighborhood, business, and industrial serving uses. Uses typically allowed include automotive-related or heavy equipment sales and services, building maintenance services, construction sales and services, and mini-storage.

Maximum Intensity: 0.6 FAR
Minimum Development Size: 20,000 Sq.Ft.

Entertainment Commercial (EC)

This designation establishes areas for regional entertainment uses capable of drawing consumers from outside the Planning Area. Uses typically allowed include fairgrounds, racetracks, amusement parks, golf courses, mixed uses, PUDs, and similar recreation/entertainment facilities.

Maximum Intensity: 0.2 FAR
Minimum Development Size: 50 Acres

Office Commercial (OC)

This designation establishes areas for the development of offices and office parks. Uses typically allowed include professional offices (including but not limited to finance, insurance, and real estate), large administrative centers, medical and dental clinics, research and development, and other similar compatible activities.

Maximum Intensity: 0.8 FAR
Minimum Lot Size: 4,000 Sq.Ft.

Industrial Designations

Light Industrial (LI)

This designation establishes areas for a range of non-intensive business park, industrial park, and warehouse uses that do not have detrimental noise or odor impacts on surrounding urban uses. Uses typically allowed include warehousing, welding and fabrication shops, and business support uses such as retail or eating establishments that serve adjacent light industrial uses and employees.

Maximum Density: 0.6
Minimum Lot Size: 20,000 Sq.Ft.

Heavy Industrial (HI)

This designation establishes areas for the full range of industrial uses, which may cause noise or odor impacts on surrounding urban uses. Uses typically allowed include manufacturing, processing, fabrication, trucking terminals, ethanol plants, warehouses, asphalt batch plants, mills, lumber yards, and aggregate mining operations and support uses such as retail or eating establishments that support adjacent industrial uses and employees.

Maximum Intensity: 0.4
Minimum Lot Size: 40,000 Sq.Ft.

Other Designations

Public/Quasi-Public (PUB)

This designation establishes areas for public and institutional uses that serve the local community. Uses typically allowed include government facilities, schools, libraries, municipal corporation yards, sewer and water facilities, police and fire stations, and hospitals located throughout the community to serve neighborhoods and businesses and promote public safety.

Maximum Intensity: 0.6 FAR
Minimum Lot Size: N/A

Parks and Recreation (PR)

This designation establishes areas for outdoor recreation facilities that serve local and regional users. Uses typically allowed in this designation include pocket, neighborhood, community, regional, natural parks, and other outdoor recreation facilities, such as, golf courses, trails, and open space/habitat preserves. Recreation facilities should be connected with accessibility to pedestrians and bicyclists.

Maximum Intensity: None
Minimum Lot Size: None

Open Space/Agriculture (OSA)

This designation provides for agriculture and agriculturally-related uses with a 10-acre minimum lot size, and is generally applied only to those lands outside of the city's Urban Development Boundary. Although this territory is not under the direct control of the City of Tulare, this designation expresses Tulare's preference that these areas remain in agricultural use and production during the timeline of the current General Plan or until development to urban uses is appropriate.

Maximum Density: 1 DU/Lot
Minimum Lot Size: 10 acres

Mixed Use (MU)

This designation provides for a vibrant mix of compatible land uses in activity nodes outside the Downtown area that can include residential, administrative and professional offices, retail and commercial service uses, and public and quasi-public facilities. Development standards would be determined through a Design Review.

Maximum Density: 0.0-29.0 DU/A
Minimum Intensity: 3.0 FAR
Minimum Lot Size: N/A

Village (V)

This designation establishes areas for planning new residential growth areas within the Planning Area. Key features of a village include a mix of single family and multifamily development, a neighborhood center, and a range of public uses such as schools and parks. The village center is comprised of neighborhood commercial, higher density residential, schools, public and open space uses.

The Village (V) designation is intended to promote a mixed-use village concept, incorporating the principles of smart growth and also recognizing the environmental and physical constraints of each village area. Each of the villages is assigned a particular land use mix, which will set the general parameters of urban development.

The Village designation is considered a "holding" category. The purpose of the Village designation is to promote the development of a detailed specific plan that will provide the details needed to ensure a comprehensive mixed-use area is developed. A specific plan is required to be submitted and approved to ensure a mixed use concept, and an approved specific plan is required prior to approval of an annexation request.

As part of the specific plan, a land use diagram will be prepared that delineates the land uses and facilities to be developed within the village. On this diagram, land uses will utilize the designations shown on Table 2-1. This diagram will be used as the basis of the General Plan Amendment to update the Land Use Diagram.

Maximum Density: None
Minimum Lot Size: None



For additional policies on Villages, see policies under Goal LU-8.

Reserve Designations

Residential Reserve (RSV-R)

This designation establishes areas where the City plans to provide additional residential growth beyond the General Plan horizon (2030). Uses allowed in this area are restricted to those specified in the Open Space/Agriculture designation.

Maximum Density: 1 DU/Lot
Minimum Lot Size: 10 Acres

Commercial Reserve (RSV-C)

This designation establishes areas where the City plans to provide additional commercial growth beyond the planning horizon (2030). Uses allowed in this area are restricted to those specified in the Agriculture designation.

Maximum Density: None
Minimum Lot Size: None

Industrial Reserve (RSV-I)

This designation establishes areas where the City plans to provide additional industrial growth beyond the planning horizon (2030). Uses allowed in this area are restricted to those specified in the Agriculture designation.

Maximum Density: None
Minimum Lot Size: None



See also the policies under Goal LU-9 regarding future utilization of Reserve lands.

2.2 Growth Pattern

LU-2

To grow in orderly pattern consistent with the economic, social, and environmental needs of Tulare.

LU-2.1 Adequate Land Supply

The City shall maintain sufficient developable land within the Planning Area to avoid inflated land prices. Developable land is defined as:

- Land that is undeveloped or otherwise vacant
- Parcels that are greater than one acre where the majority of the parcel is undeveloped.

Sufficient developable land is defined as:

- The developable land in each land use designation needed to provide a 10-year supply of land using development rates for the previous five years and using this rate to project a 10-year demand.



See also the policies under Goal LU-9 regarding future utilization of Reserve lands.

LU-2.2 Compact Development

The City shall promote development patterns that are compact and use space in an efficient but aesthetic manner to promote more walking, biking and use of public transit.

LU-2.3 Infill Development

The City shall encourage and provide incentives for infill development to occur within or adjacent to existing development in order to maximize the use of land within existing urban areas as well as downtown revitalization, and not focus solely on development of undeveloped areas. This policy will help to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development.

LU-2.4 Self-Sufficient Community

The City shall establish a growth pattern that reduces reliance on areas outside of the city for shopping needs, and furthers the City's desire to be a self-sufficient, full-service community.

LU-2.5 Urban Development Boundary

The City shall maintain an urban development boundary (UDB) that provides a 25-year land supply. The City shall not develop or annex areas designated as "Reserve" within the Planning Area until such time additional land is needed.

LU-2.6 Sphere of Influence

The City shall work with LAFCO to maintain a sphere of influence (SOI) line at Avenue 264 and including the Tagus Ranch area.

LU-2.7 Annex County-Islands

The City shall continue to work with Tulare County and LAFCO to annex all unincorporated county "islands" within the UDB into the city consistent with AB 1555 and SB 1266.

LU-2.8 Cooperative Urban Centers

The City shall continue to work with Tulare County to avoid urban development decisions for lands within the City's Planning Area without consultation with and affirmation by the City of Tulare.

LU-2.9 Regional Cooperation

The City shall maintain a cooperative relationship with other local governments (i.e., Tulare County the City of Visalia) to address regional issues and opportunities related to growth, transportation, infrastructure, and other planning issues. Special consideration for cooperation shall be applied when reviewing peripheral development proposals within or adjacent to the City's Planning Area, especially along the Mooney Boulevard corridor.

LU-2.10 Maintain Urban Edge

The City shall maintain a distinct urban edge, while creating a gradual transition between urban uses, rural uses, and open space. The City shall maintain rural residential and rural estate designations, or utilize project design to

incorporate a distinct urban edge, along the city's edge to provide this transition

LU-2.9 Regional Planning

The City shall participate and assist in the development of regional plans, such as the Regional Blueprint Plan.

LU-2.13 Infill Near Employment

The City shall identify opportunities for infill development projects near employment areas within all unincorporated communities to reduce vehicle trips.

LU-2.14 Innovative Development

The City shall promote flexibility and innovation through the use of planned unit developments, development agreements, specific plans, mixed-use projects, and other innovative development and planning techniques.

LU-2.15 Location of Support Services

The City shall encourage the location of ancillary employee services (including, but not limited to, child care, restaurants, banking facilities, convenience markets) near major employment centers for the purpose of reducing midday vehicle trips.

2.3 Residential Development

LU-3

To designate, protect, and provide land to ensure sufficient residential development capacity and variety to meet community needs and projected population growth.

LU-3.1 Neighborhood Housing Mix

The City shall encourage mixed use neighborhoods to have a variety of housing types and densities to help create an overall healthy, balanced community.

LU-3.2 Executive Housing

The City shall encourage the development of "upper end" housing to better accommodate the local market for "executive housing."

LU-3.3 Neighborhood Protection

The City shall seek to prevent residential blight and promote healthy neighborhoods through public and private resources/programs (e.g., enforcement of all codes, neighborhood rehabilitation programs, and redevelopment agency actions).

LU-3.4 Jobs-Housing Balance

The City shall consider the effects of city land use proposals and decisions on the Tulare County area and the efforts to maintain a regional jobs-housing balance.

LU-3.5 Future Residential Development

The City shall direct future residential development to areas adjacent or in close proximity to existing and future neighborhoods and neighborhood commercial areas to further Tulare as a self-sufficient, full-service city.

LU-3.6 High Density Residential Locations

The City shall encourage the development of higher density housing including near commercial services, employment centers, principal arterial routes, and public transportation.

LU-3.7 Neighborhood Noise Abatement

The City shall require the abatement of significant noise intrusion into existing and proposed new residential developments from the freeway, major arterials, the railroad, the airport, and other significant noise sources. The burden for mitigation shall be on the new user.

LU-3.8 Incompatible Uses

The City shall protect existing residential neighborhoods from the encroachment of incompatible activities and land uses (i.e., traffic, noise) and environmental hazards (i.e., flood, soil instability).

LU-3.9 Planned Development

The City shall encourage the use of planned development provisions in residential developments to provide flexibility, to meet various socio-economic needs, and to address environmental and site design constraints.

2.4 Commercial Development

LU-4

To promote commercial development that meets present and future needs of Tulare residents, the regional community, and visitors and to enhance economic vitality and sustainability.

LU-4.1 Neighborhood Commercial

The City shall encourage the distribution of neighborhood commercial centers (typically anchored by a grocery store) throughout the city to ensure convenient access to Tulare residents and promote Tulare as a sufficient, full service community.

LU-4.2 Retail Tax Base

The City shall strive to maintain and improve the City's retail and service commercial tax base.

LU-4.3 Meeting Consumer Demand

The City shall encourage commercial development which provides for needed commercial opportunities and services currently not available in Tulare.

LU-4.4 Regional Retail Center

The City shall continue to promote the development of regional commercial opportunities along the Highway 99 corridor. The City shall facilitate provision of the necessary municipal services to accommodate these opportunities.

LU-4.5 Big Box Retail

Other than grocery retailers and entertainment commercial uses, the City shall limit big box retail development over 75,000 square feet to regional commercial centers.

LU-4.6 Future Commercial Development

The City shall reserve appropriate locations, such as major intersections, for anticipated commercial needs beyond the 2030 timeframe.

LU-4.7 Grouping Commercial Development

The City shall avoid continuous "strip commercial" in new development areas by encouraging the clustering of commercial land uses in appropriate locations.

LU-4.8 Office Employment

The City shall seek to attract more administrative and office employment to Tulare.

LU-4.9 Buffer Commercial Land Uses

The City shall require buffers between commercial and residential land uses through techniques such as landscaping, soundwalls, berms, fencing, open space setbacks/greenbelts, and building orientation.

LU-4.10 Entertainment and Tourism

The City shall promote the development of a regional entertainment venue in the City to increase tourism and provide additional activities to residents.

LU-4.11 Regional Auto Mall

The City shall actively promote the development of a regional auto mall to provide additional shopping opportunities to residents and the region.

LU-4.12 Commercial Center Revitalization

The City shall encourage and promote the reuse and revitalization of existing underutilized commercial areas and shopping centers.

LU-4.13 Commercial Signage

The City shall require that signage in commercial development complement, rather than detract, from the visual quality of the commercial development and surrounding neighborhoods.



For additional policies on signage and design, see the policies under Goal LU-13, Community Character / Design.

LU-4.14 Incorporation of Alternative Transportation

Commercial facilities should be designed to encourage and promote transit, pedestrian, and bicycle access. The City shall require, when feasible, that new commercial development be designed to encourage and facilitate pedestrian circulation within and between commercial sites and nearby residential areas.

LU-4.15 Minimize Visual Impact

The City shall require new commercial development to be designed to minimize the visual impact of parking areas on public roadways.



For additional policies on parking and community design, see policies under Goal LU-13, Community Character / Design and Goal TC-5, Parking.

2.5 Downtown Development

LU-5

To maintain and enhance the downtown as a viable business, service commercial, specialty retail, office, cultural, and civic center and source of community pride.

LU-5.1 Downtown as Asset

The City shall continue to recognize Downtown as an important asset and seek to strengthen and revitalize it by encouraging appropriate land uses and activities in the area.

LU-5.2 Pedestrian Dependent Uses

The City shall encourage the concentration of pedestrian dependent commercial uses (general merchandise, comparative shopping, specialty goods, and restaurants) in Downtown's central core that will generate both daytime and nighttime pedestrian traffic.

LU-5.3 Mutually-Supportive Downtown Uses

The City shall encourage the development of a mixture of complementary or mutually-supportive

land uses in the Downtown, including recreational and cultural facilities, restaurants, and higher density residential, and other development that provides increased daytime and nighttime activity in the area.

LU-5.4 Professional/ Administrative Services

The City shall encourage increased professional and administrative office development in the downtown to complement shopping and commercial service activities, intensify land uses, encourage adaptive re-use of existing structures, and bring people into the area.

LU-5.5 Special Trip Commercial Uses

The City shall direct development of "special trip" commercial uses to the periphery of the downtown (home furnishings and appliances, auto supplies, home improvement, motels, cleaners, farm equipment, etc.). This policy would make these land uses easily accessible by automobile, reserving the central downtown area for those uses which can benefit from good pedestrian access and concentrated pedestrian activity.

LU-5.6 Downtown Gateways

The City shall identify key entry points on the edges of the Downtown and support programs and projects that enhance downtown gateways and transitional zones between Downtown and the surrounding neighborhoods to make downtown more inviting for residents and visitors.

LU-5.7 Improvements

The City shall design and construct common improvements to Downtown to make it a visually distinct and pleasant place which projects a positive image of the City and attracts residents and visitors to the downtown area.



For additional policies on parking in the Downtown, see policies under Goal TC-5, Parking.

For additional policies on historic structures, see policies under Goal COS-5, Cultural & Archaeological Resources.

2.6 Industrial Development

LU-6

To attract industrial development that provides a stable, long-term, and diverse economic and employment base for Tulare residents.

LU-6.1 Adequate Land Supply

The City shall continue to make industrial growth a priority by maintaining a large inventory of industrial land attractive to industry with respect to location, access, price, public services, work force, and environmental compatibility.

LU-6.2 Year-Round Industrial Employment

The City shall encourage industrial growth that provides year-round (non-seasonal) employment.

LU-6.3 Business Development Tools

The City shall pursue reasonable opportunities and programs designed to stimulate business development (e.g., redevelopment programs, enterprise zones, etc.).

LU-6.4 Agriculture-Related Industrial

The City shall continue to maintain and encourage agriculture-related industry in Tulare.

LU-6.5 Environmental Impacts

The City shall accommodate industrial land uses in a manner which minimizes impacts on the environment.

LU-6.6 Performance Standards

The City shall rigorously enforce the existing performance standards for industrial uses set forth in Chapter 10.76 of the City of Tulare Zoning Ordinance.

LU-6.7 Industrial Transportation Access

The City shall encourage new industrial uses with high truck and goods movement needs to locate along major transportation routes (e.g., near major highways, rail) to maximize the efficient movement of goods.

LU-6.8 Residential/Industrial Buffer

The City shall locate light industrial or office uses between heavy industrial uses and residential uses to act as a buffer.

LU-6.9 Buffer Incompatible Uses

The City shall require that industrial land uses be buffered from incompatible land uses and protected from encroachment by residential or other incompatible land uses through the use of techniques including, but not limited to, dense landscaping, soundwalls, berms, fencing, open space setbacks, greenbelts, and building orientation.

LU-6.10 Approval of New Industrial Uses

The City shall only approve new industrial development that has, or will provide, adequate infrastructure and services, including sanitary sewer, storm drainage and water facilities, as well as easy access to multiple modes of transportation.

LU-6.11 Clustering of Uses

The City shall encourage the clustering of related industrial uses into areas that have common needs and are compatible in order to maximize their efficiency.

2.7 Mixed Use Development

LU-7

To promote the development of mixed-use projects to promote the efficient use of land, reduce reliance on the automobile, and provide a variety of housing options.

LU-7.1 Mixed Use Development

The City shall encourage mixed use development near and in Downtown and adjacent to existing transit routes.

LU-7.2 Vertical/Horizontal Mixture of Uses

The City shall encourage the development of both horizontal and vertical mixed use projects that incorporate housing with commercial or employment uses to reduce reliance on automobiles and provide new sources of housing.

LU-7.3 Adaptive Reuse

The City shall encourage the development of mixed use projects in vacant buildings that are no longer suitable for their originally designed use.



See also the policies concerning Village development under Goal LU-8, Villages.

2.8 Villages

The City shall use the village concept as the primary basis for planning large, undeveloped land areas as designated on the Land Use Diagram. The Village concept described in this section will be the basic building block for major new development in the City. Key features of each village will include a mix of housing types and densities; development of a village center comprised of neighborhood commercial, higher density housing, schools, and public service uses (such as a fire station); bicycle and pedestrian trails; and open space.

Areas subject to the policies, development criteria, and standards included in this section are designated as Village (V) on the Land Use Diagram. The Village designation is considered a "holding" category. Unlike other designations, an applicant cannot simply submit a development proposal for consideration. While a very low density residential use is allowed by the designation, a specific plan, as specified in Policy LU-8.1, is required to be submitted and approved before higher intensity land uses will be allowed.

The purpose of the Village designation is to promote the development of a detailed specific plan that will provide the details needed to ensure a comprehensive mixed use proposal is developed in the Village designated areas.

As part of the Specific Plan, a land use diagram will be prepared that delineates the land uses and facilities to be developed within the village. On this diagram, land uses will utilize the designations established by this Land Use Element.

LU-8

To organize new development areas into vibrant, neighborhoods characterized by a mix of land uses, pedestrian and transit accessibility, and neighborhood identity.

LU-8.1 Village Specific Plans / General Plan Amendment

The City shall require the completion and approval of a specific plan and associated general plan amendment (GPA) prior to development of land within an area designated as a "Village.". The GPA shall utilize the land use designations provided in this element.

Criteria

Specific Plan. Each Village area designated on the General Plan Land Use Diagram will require the preparation of a specific plan. Village areas may be combined into one or more specific plans in order to achieve a feasible development project. In combining Village areas into one or more specific plans no remnant (unplanned areas) shall be created. Village areas may also be combined with a Special Use District into one or more specific plans provided no remnants (unplanned areas) are created by the combination. The City's objective in this criterion is to have whole, fully integrated land use plans.

General Plan Amendment. The required General Plan Amendment will be done to modify the General Plan Land Use Diagram to reflect the land use diagram from the approved specific plan, which will be based on the land use designations shown on Table 2-1.

Specific Plan Content

All specific plans prepared for a village designated area must meet the requirements of State law and be comprised of four planning frameworks. Within each framework, the specific plan will provide the goals and policies that will guide future decisions on projects within the specific plan area. The frameworks will also include a detailed implementation plan that will identify responsibilities, financing requirements, and phasing/timing.

The **Land Use Framework** will include the proposed land use pattern (using the designations listed on Table 2-1), actual development densities in each neighborhood, and development phasing. The framework will also include specifics on development standards.

The Specific Plan prepared will provide complete guidance on the land use provisions that will guide future development within the Planning Area. At a minimum, these provisions will address the following topics. In consultation with City staff, other topics may be required depending on site specific needs.

- **Land Use Classification.** A land use classification system that clearly identifies the uses that may be allowed in each area neighborhood. Based on the land use designations in Table 4-3, the specific plan will provide further details on development standards for each neighborhood. This classification system would use clear terminology to define and further describe allowable uses. The classification system will employ up-to-date terminology and an appropriate combination of specific and generic land use types, instead of a lengthy "encyclopedic" list of allowed uses that can quickly become obsolete. Both the land use classification system and the uses allowed within the various neighborhoods will provide for an overall mixed-use development.

- **General Site Planning and Development Standards.** These standards will specify the requirements that would be applied to all development and land uses regardless of the applicable land use designation. These would address, as appropriate, site access requirements and entry statements; energy efficiency; fences, walls, soundwalls, hedges, buffers, and other screening; noise regulations; outdoor lighting standards; performance standards (e.g., air quality, glare, vibration, etc.), undergrounding of utilities; and other similar topics. The City may require the application of form-based zoning principles within a village area.
- **Development Standards.** Development standards for each land use designation (e.g., building forms, design objectives, land use objectives, height limitations, setback requirements, site coverage requirements, etc.) will be organized in tables and graphically illustrated wherever possible. Development standards shall be implemented through the application of form-based zoning principles.
- **Housing Mix.** The specific plan will discuss the proposed mix of housing types within the village. In keeping with the City's Housing Element, affordable housing requirements and bonus density provisions and related incentives will be incorporated as appropriate. A key to the housing component will be to incorporate a mix of housing types (as specified elsewhere in this section), and to provide phasing mechanisms that ensure to the City the development of this housing mix as a part of each phase of the project. For example, it will be undesirable to develop a village that leaves the majority of high density development (VHDR designations) to the final phases in the plan.

The **Design Framework** will provide detailed design guidelines that will be used as the specific plan is implemented / developed. The purpose of these guidelines will be to establish the expected level of design within the village while still maintaining project flexibility and innovation. The objective of this framework is not to dictate a specific design, but to establish design expectations.

The design guidelines provided will be illustrated to help explain the intent and expectations. This part of the Specific Plan will also incorporate detailed landscaping standards, including specific requirements for preliminary and final landscape plan submittal and review.

The Design Framework will also provide guidance on the integration of the streetscape into the overall project design. The framework will define building type requirements of each neighborhood and define how buildings address the street and interact with public improvements and the public rights-of-way to define the overall character of the streetscape (e.g., new urbanism principles and smart growth concepts). Design standards shall be implemented through the application of form-based zoning principles.

The **Circulation Framework** will include the proposed circulation network, system elements, design standards, and system phasing. This framework will address all components of the circulation system, including vehicular traffic, bicycles, pedestrian movement, and transit. This component will also address parking and loading standards if different from the standard City requirements.

The **Infrastructure/Public Facilities Framework** will cover infrastructure requirements (water, sewer, storm drainage, electricity, natural gas, and communications) as well as parkland, schools, and other public facilities. For infrastructure, the framework will address the proposed trunk infrastructure system improvements and system phasing necessary to support implementation of the land use plan.

LU-8.2 Village Components

The City shall ensure that each village contains a mix of land use types. The following components will be required in each Village specific plan. The land uses allowed in each component are shown on Table 4-3.

1. Village Center. The Village Center is the heart of the village, containing a mix of neighborhood commercial, office, medium and high density residential, park/open space land, and public uses. The commercial component could include uses such as a supermarket, retail shops, restaurants, service commercial, and entertainment. Office and residential uses can be mixed in with the commercial core as a second floor element. Other village serving uses, such as a community center, day care center, fire station, and other similar uses are encouraged to locate in the Village Center.

The overall village should be designed so that the Village Center is the focal point for transit, pedestrian, and bicycle travel.

Table 2-3. Village Components

	VRR	VRE	VLDR	VMDR	VHDR	VMU
Village Center					■	■
Village Center Neighborhood				■	■	
Outer Village Neighborhoods			■	■	■	
Transitional Neighborhoods	■	■	■			

■ = Allowed land use designation

Criteria

- The Village Center will be located within the interior of the village and will not have direct access from roadways along the exterior of the village.
- The Village Center will be located along or in close proximity to a primary arterial street in the village to maximize access options, visibility, and transit orientation.
- The Village Center will be located only on one side of the arterial and shall incorporate design measures emphasizing pedestrian, bicycle, and public transit movements, convenience, and priority. Special consideration shall be given to sidewalk widths, planter strips, street furniture, automobile travel lane widths, neckdowns, curb radii, pedestrian crossing treatments, traffic calming and other enhancements.
- Each Village Center will have buildings that front directly on wide sidewalks with suitable deciduous trees on a regular spacing that will provide full canopy shade at maturity. Off-street parking is encouraged to be located behind primary buildings. Where off-street parking abuts a public street, landscape and other elements shall be provided to minimize visual impacts to the streetscape, and designated pedestrian access points shall be included to the primary buildings. On street parking (diagonal and/or parallel) is encouraged and may count towards the overall Village Center parking requirement.
- The Village Center will maximize pedestrian connectivity to parks, open space, and other public or quasi-public amenities.
- The Village Center will have a mix of compatible uses including residential, retail, business services, and/or public quasi-public services. The Village Center will allow for a mix in both a horizontal and vertical integration.

- Each Village Center will have unique identifying features such as paving, street furniture/amenities, lighting and materials of construction that are used in a thematic manner throughout the village to create a unique sense of place.
- Each Village shall utilize a form based zoning criteria to direct development within the village. Within the Village Center, these criteria will allow for this mix of compatible uses and allow flexibility to respond to evolving market conditions over the life of the Village Center.
- The Village Center will not be located at an intersection of two or more arterial streets.
- The Village Center will be located to take advantage of transit opportunities.
- Every Village must have a Village Center. Villages can have more than one Village Center, but at least one center per 10,000 population is required.

2. Village Center Neighborhoods. The Village Center Neighborhoods will contain a mix of housing types and densities (primarily VMDR and VHDR), but given the proximity of these neighborhoods to the Village Center, this area will have the highest overall residential density in the village. Professional office uses (VBP designation) are allowed as the bottom floor of mixed use buildings with a residential component.

From a design standpoint, these neighborhoods will focus on pedestrian and bicycle circulation that provides easy access to the Village Center. Roadways in the neighborhoods should have a traditional grid system of streets, creating a formalized structure. The streetscape will include a landscaped parkway adjacent to curbs with landscaping that will provide a street canopy.

Each neighborhood should contain small parks (neighborhood and pocket parks), and small plazas that create neighborhood amenities and a sense of place in the neighborhoods.

Criteria

- Village Center neighborhoods will be located to surround the Village Center.
- These neighborhoods should typically be within a ¼ mile (walking) distance of the Village Center.

3. Outer Village Neighborhoods. The Outer Village Neighborhoods shall contain a mix of housing types and densities, but residential uses will be dominated by VLDR uses. These neighborhoods will also be used for land uses that will have a higher dependence on automobile traffic, such as schools, community parks, and other institutional and public land uses. Land uses that are to serve both the Village Center Neighborhoods and Outer Village Neighborhoods (such as schools) should be located near the boundary of the two areas.

The design of these neighborhoods can have a more relaxed, informal character. Each neighborhood should be organized around a Neighborhood Center. The Neighborhood Center can be comprised of a neighborhood park, elementary school, and/or public facilities such as fire stations and libraries. When present in a neighborhood, these facilities should be collocated to the extent possible and located near the center of the neighborhood. Pedestrian and bicycle trails shall be designed to connect residential areas into the neighborhood center.

Criteria

- The largest area within a village. These areas lie outside and adjacent to the Village Center Neighborhoods.

4. Transitional Neighborhoods. In some cases, villages may be developed on the edge of the planning area adjacent to sensitive areas such as environmentally sensitive areas, agricultural areas, or rural areas. These neighborhoods

should reflect lower intensity residential uses that provide a transition to the adjacent sensitive areas.

From a design standpoint, these neighborhoods should be developed as neighborhoods with a distinctly rural flavor.

Criteria

- Neighborhood areas developed adjacent to sensitive areas such as environmentally sensitive areas, agricultural areas, or rural areas.

LU-8.3 Village Land Use Mixes

The City shall ensure that each village area maintains a mix of residential types and densities, and that the residential mix will provide appropriate transitional features that integrate the villages with the surrounding area. The distribution of residential designations within each village shall fall within the following ranges (based on percent of residential acreage):

Land Use	Percent of Residential
VRR VRE	13 – 17% (combined)
VLDR	55 – 65%
VMDR	14 – 16%
VHDR	4 – 6 %

The above table shows targeted land use percentages. The specific plans will define the exact land uses based on site-specific information (e.g., topography, wetlands, and floodplains).

LU-8.4 Village Land Use Design

The City will look at the following design concepts in the village areas:

- Provide a variety of transportation choices
- Offer housing choices and opportunities

- Take advantage of compact development
- Mixed land uses
- Preserve open space and natural beauty through natural resources conservation, and preserve farmland in the surrounding unincorporated areas through design measures designed to avoid land use conflicts
- Encourage distinctive, attractive communities with quality design
- Incorporate park and open space areas within the Village Center
- A neighborhood commercial center should compliment other community areas within the Village Center
- The Village Center shall provide a convenient hub for accessing transit services, and be supported by adequate parking and trail access

LU-8.5 Connectivity

The City shall require that new villages provide connectivity to the developed portions of the city. This connectivity shall be in the form of roadways, transit connections, and bicycle and pedestrian linkages.

LU-8.6 Village Roadways

The City shall require that village roadways are designed to provide redundant connections to arterials in order to reduce their size, speed, travel times, and congestion.

LU-8.7 Roads Support Adjacent Land Use

The City shall require that road sizes reflect both their transportation and land use function. Road design and speed shall support village and neighborhood residential and commercial activities.

LU-8.8 Shared Parking

The City shall require parking for commercial portions of neighborhood centers to be shared among uses and have connected driveways, curb cuts, and pedestrian connections.

LU-8.9 Infrastructure Master Plans

The City shall require that new village development comply with the City's adopted infrastructure master plans and provide fair share contributions towards existing and future improvements necessary to serve the development. If developments vary in intensity and distribution from that assumed in the existing infrastructure master plans, the City master plans shall be updated and approved with that development.

LU-8.10 Community Center

The City shall require that every village provides a community center. The community center will provide common meeting space and recreational amenities for village residents and should be integrated with park or open space lands in the Village Center.

LU-8.11 Open Space

Within each village or specific plan area, the City shall require that a minimum of 20 percent of the gross area be reserved for open space. This open space will be identified in the required specific plan and secured from future development in a form acceptable to the City. The open space areas in a village are defined using the following criteria:

- Public parks
- Public and private golf courses
- Natural areas to be permanently retained as open space, such as streams, floodways, wetlands, and other water features
- Land utilized for trails
- Land within buffer areas
- Land within utility corridors
- Land utilized for natural open space

The following land areas cannot be used towards meeting the open space requirement:

- Land owned by individual homeowners. Areas with a public access easement can be counted.

- Required roadway rights-of-way, including roadway medians. Areas in excess of required rights-of-way may be counted.

Detention facilities can be utilized in meeting part of a village's park requirements based on the usability of the basin for recreational purposes.

LU-8.12 Trail and Open Space Connections

The City shall require each village, and the neighborhoods they contain, to provide a well connected network of trails, bikeways, and open spaces that provide convenient paths throughout the village and connect the village to surrounding neighborhoods and other existing or planned trails, bikeways, and open spaces in the City.

LU-8.13 Parkland Distribution

The City shall encourage parks within each village to be distributed proportionally to match the distribution of population within the village. Park sizes and location will typically be in keeping with serving the population within a walking distance of the park (1/4 mile). At least one community park should be placed within walking distance (1/4 mile) of the neighborhood centers.

2.9 Reserve Lands

LU-9

To maintain land as Reserve for consideration of future growth needs and to maintain compatible land use areas.

LU 9.1 Development of Reserve Lands

The City shall not permit development of Reserve lands without a General Plan amendment. No General Plan amendment will be considered without an analysis that includes the factors listed in Policy LU-9.2.

LU 9.2 Criteria for Reserve Development

The City shall consider the appropriateness of opening up lands designated as Reserve for development based upon the following factors:

- Availability of land for development within the Urban Development Boundary has become limited. This is defined as when less than 50 percent of non-reserve lands in a given category (residential, commercial, and industrial) that were available in 2007 have been utilized.
- Proximity of reserve lands to existing developed land (to minimize leapfrog development).
- Implications for overall community form and relationship to the existing community.
- Market feasibility of development in this area, including the expected rate of absorption.
- Infrastructure availability and impact to existing infrastructure and other public services.
- Consideration of circulation patterns and improvements.
- Implications of providing public services, including law enforcement and fire protection services.

2.10 Airport

LU-10

To regulate future development near the airport to provide for protection of public health and safety.

LU-10.1 Consistency with Airport Land Use Commission Policies

The City shall ensure that all development within two miles of the Airport be consistent with the policies adopted by the TCAG (except where pursuant to Public Utilities Code Sections 21676 and 21676.5, the City Council, pursuant to a two-thirds vote, exercises its option to conclude that,

notwithstanding a negative recommendation from the ALUC, the Council's proposed action is consistent with the purposes of providing for the orderly development of the Airport and the areas surrounding the airport while protecting the public health, safety, and welfare by minimizing the public's exposure to excessive and safety hazards

LU-10.2 Airport Land Use Compatibility Plan

The City shall work closely with appropriate agencies, including the Tulare County Airport Land Use Commission, to ensure compatibility of land uses with airport facilities and operations. To this end, the City shall encourage the Tulare County Airport Land Use Commission to update the Airport Land Use Compatibility Plan consistent with the requirements of State law, including using the California Division of Aeronautic Airport Planning Handbook as a guideline.

LU-10.3 Airspace Protection

The City shall limit building heights for airspace protection in accordance with Federal Aviation Regulations Part 77.

LU-10.4 Avigation Easements

The City shall require the dedication of avigation easements and/or deed notices when development is proposed on property within the airport safety zones.

LU-10.5 Airport Industries

The City shall promote new and expanded industries and commercial uses around the airport that take advantage of air freight and travel and provide additional employment opportunities to city residents.

LU-10.6 Development Surrounding Airport

The City shall require that development around the Mefford Field Airport be consistent with the noise standards contained in the approved Airport Land Use Plan.

LU-10.7 Update Airport Master Plan

The City shall coordinate with Tulare County Association of Governments (TCAG) in updating the Airport Master Plan noise contours consistent with the anticipated use of the airport by larger aircraft.



For additional policies on aviation see the policies under Goal TC-9, Aviation and Chapter 10 of the City of Tulare Zoning Ordinance.

2.11 Municipal Services

LU-11

To provide municipal facilities and services that are adequate to meet the needs of desired future growth.

LU-11.1 Adequate Municipal Services

The City shall approve development only when adequate municipal services are available or can be efficiently provided.

LU-11.2 Efficient Provision of Municipal Services

The City shall maintain a development pattern that allows for efficient provision of municipal services.

LU-11.3 System Expansion

The City shall require new development be responsible for expansion of existing water, sewer, and storm drainage systems made necessary by their construction.

LU-11.4 Adequate Infrastructure Capacity

The City shall only approve new development when it can be demonstrated by the applicant that adequate system capacity in the service area is or will be available to handle increases related to the project.

LU-11.5 Adequate City Service Capacity

The City shall only approve new development when it can be demonstrated by the applicant that adequate public service capacity in the area is or will be available to handle increases related

to the project. School capacity will be discussed in the review of each development, and the City will ensure early coordination with the school districts serving the site. School capacity will be addressed as allowed under State law.

LU-11.6 Sewer Capacity

The City shall provide adequate additional City sewer system capacity through the improvement of existing collection system lines and the construction of new trunk lines as proposed in the Sewer Master Plan.

LU-11.7 Drainage Systems

The City shall expand existing storm drainage systems as necessary to serve existing and future development.

LU-11.8 Detention Facilities

The City shall utilize stormwater detention facilities to mitigate drainage impacts and reduce storm drainage system costs. To the extent practical, stormwater detention facilities should be designed for multiple purposes, including recreational and/or stormwater quality improvement.

LU-11.9 Fair Share Improvements

The City shall ensure new development required to participate on a fair-share basis in the completion of improvements to the existing sewer system, and/or the construction of new sewer trunk lines as described in the City's adopted Sewer Master Plan.

LU-11.10 Solid Waste

The City shall promote maximum use of solid waste source reduction, recycling, composting, and environmentally-safe transformation of wastes.

LU-11.11 Dedicated Sites

The City shall negotiate with proponents of future development projects to secure the dedication of adequate sites for future fire and police stations.

LU-11.12 School Site Dedication

The City shall negotiate with proponents of future development projects to secure the dedication of

adequate sites for future school construction to meet anticipated future elementary, junior high, and high school expansion needs.

LU-11.13 Co-location of Facilities

The City shall encourage community facilities (such as community centers, schools, parks, libraries, fire stations with community rooms), when proposed in the same area, to be co-located to form a stronger activity node within the neighborhood.

LU-11.15 Expand Library Services

The City shall continue to expand library facilities and services as necessary to meet the needed growth and will endeavor to provide facilities at a square foot per capita of 0.6 square foot of library space per resident.



See also the policies under Goal COS-4, Parks and Recreation.

2.12 Higher Education

LU-12

To further development of higher education facilities within Tulare County.

LU-12.1 UC Davis Veterinary Hospital

The City shall support and encourage the continued operation of the University of California at Davis Veterinary Teaching and Research Center within the Tulare Planning Area.

LU-12.2 Land Surrounding Higher Educational Facilities

The City shall:

- Maintain the rural environment surrounding the University of California, Davis, Veterinary Medicine Teaching and Research Center.
- Ensure that land uses surrounding the College of Sequoias campus and other current and future higher education

institutions are compatible with and complementary to the college.

- Not support any urban development that may create potential land use conflicts or hinder the institutions ability to expand and grow.

LU-12.3 New Four Year College / University

The City shall support and encourage the development of a new University of California, California State college campus, or private college or university within Tulare County.

2.13 Community Character/Design

LU-13

The City shall continue to improve the appearance and image of the City.

LU-13.1 City Character and Identity

The City shall reinforce the city's unique character, scale, and identity through urban design programs, including principles and guidelines.

LU-13.2 City Image

The City shall encourage a high level of design quality (architectural and landscape) for all new development in order to create a pleasant living environment, a source of community pride, and an improved overall City image.

LU-13.3 Innovative Development

The City shall promote flexibility and innovation in residential, commercial, industrial, mixed-use and other land uses through the use of planned unit developments, developer agreements, specific plans, mixed use projects, and other innovative development and planning techniques.

LU-13.4 Public Art

The City shall promote a stimulating and engaging environment through an increase in the incorporation of artwork in public places as part of

new commercial centers and associated with new Village centers.

LU-13.5 Art in Private Projects

The City shall encourage the private sector to invest in public art throughout the city.

LU-13.6 Art in Public Buildings and Parks

The City shall include public art in City building and community parks projects.

LU-13.7 Art in Gateways Projects

The City shall include public art in public works projects in gateways into the community.

LU-13.8 Neighborhood Identification

The City shall encourage the creation of neighborhoods which have distinct individual identities based on incorporation of high quality individual residential designs and increased emphasis on common design elements (comfortable street scales, street tree canopies, designed entrances, common landscaping, custom street lighting and signage design, common open spaces, etc.).

LU-13.9 Neighborhood Interaction

The City shall encourage the inclusion of elements in residential design which stimulate neighborhood interaction, (e.g., inclusion of front porches in home design, limitations on front yard fenced areas, etc.).

LU-13.10 Subdivision Design

The City shall discourage residential design approaches within subdivisions which create monotonous or non-aesthetically pleasing neighborhoods (e.g., excessive repetition in house form, setback, and building height; repetitive driveway configurations; prominence of garage doors; etc.).

LU-13.11 Quality Multi-Family Housing

The City shall promote quality design and appearance of all new multi-family units so that they complement the existing fabric of the community, add value to the community's built environment, and reduce potential for community objection.

LU-13.12 Gateway/Streetscape Improvements

The City shall visually enhance key gateways (e.g., city limit entries on Highways 99/137) and major thoroughfares using the following: street trees, welcome signs, decorative lighting, archways, and other streetscape design techniques.

LU-13.13 Linkages

The City shall develop linkages between different parts of the city, and foster creation of unique elements that provide identity to the city and the neighborhoods and result in the creation of diverse and distinctive places.

LU-13.14 Visual Focal Points

The City shall encourage existing and future City neighborhood and community park facilities shall be designed, improved, and maintained as key visual focal points, as well as recreational resources.

LU-13.15 Architectural Heritage

The City shall encourage expressions of its cultural and historic heritage in key central area architectural and other physical design elements (such as murals and/or community art), as well as through encouragement of related cultural events and celebrations.



For additional policies on historic and cultural preservation see the Goal COS-5, Cultural & Archaeological Resources.

LU-13.16 Downtown Design Quality

The City shall encourage an overall emphasis on design quality for all new development in the Downtown in order to maintain an attractive and pleasant downtown environment.

LU-13.17 Design Review

The City shall continue to conduct design review of all multi-family and commercial applications.

LU-13.18 Street Trees

The City shall expand the City's street tree planting and maintenance program including

facilitating the planting of street trees in those neighborhoods where they do not currently exist.

LU-13.19 Street Beautification

The City shall continue to pursue its existing street beautification efforts at key City entranceways and travel routes.

LU-13.20 Crime Deterrence through Design

The City shall design open space areas, bicycle and pedestrian systems, and housing projects so that there is as much informal surveillance by people as possible to deter crime.

LU-13.21 Form Based Codes

The City shall consider adopting form-based codes for areas of the city that may benefit from new community design or ensure that existing neighborhood and district design is maintained.

LU-13.22 Night Sky Protection

Upon demonstrated interest by a village or neighborhood, the City will determine the best means by which to protect the visibility of the night sky.

LU-13.23 Lighting

The City shall continue to improve and maintain proper lighting in park facilities and fields without undue nuisance light and glare spillage on adjoining residential areas.

LU-13.24 Minimize Lighting Impacts

The City shall ensure that lighting in residential areas and along roadways shall be designed to prevent artificial lighting from reflecting into adjacent natural or open space areas.

LU-13.25 Outdoor Lighting

The City shall ensure that future development includes provisions for the design of outdoor light fixtures to be directed/shielded downward and screened to avoid nighttime lighting spillover effects on adjacent land uses and nighttime sky conditions.



For additional policies on parking and parking facilities, see the policies under Goal TC-5, Parking.

2.14 Administration/Implementation

LU-14

To provide for the ongoing administration and implementation of the General Plan.

LU-14.1 General Plan Consistency

The City shall review and amend, as necessary, applicable ordinances and regulations (e.g., Zoning Ordinance and Subdivision Ordinance) to ensure consistency with the General Plan.

LU-14.2 Annual Review

The City shall review the General Plan annually to assess implementation.

LU-14.3 Five-Year Review

The City shall conduct a major review of the General Plan every five years and revise it as deemed necessary.

LU-14.4 Regional Coordination

The City shall collaborate with other local communities and Tulare County to facilitate better land use and transportation planning.

2.15 Implementation Measures

The following table documents the implementation measures included with the General Plan to implement the goals and policies included in this element.

Implementation		Implements What Policy	Who is Responsible	2008- 2010	2010- 2015	2015- 2030	On- Going
LU-1.	The City shall continue to work with Tulare County and LAFCO to annex all unincorporated county "islands" into the city consistent with AB 1555 and SB 1266.	LU-2.6	Development Services	■			
LU-2.	The City shall evaluate the urban development boundary (UDB) every five years to ensure there is enough capacity to accommodate anticipated growth and adequate utility, city service, and infrastructure capacity to accommodate anticipated growth.	LU-2.5	Development Services				■

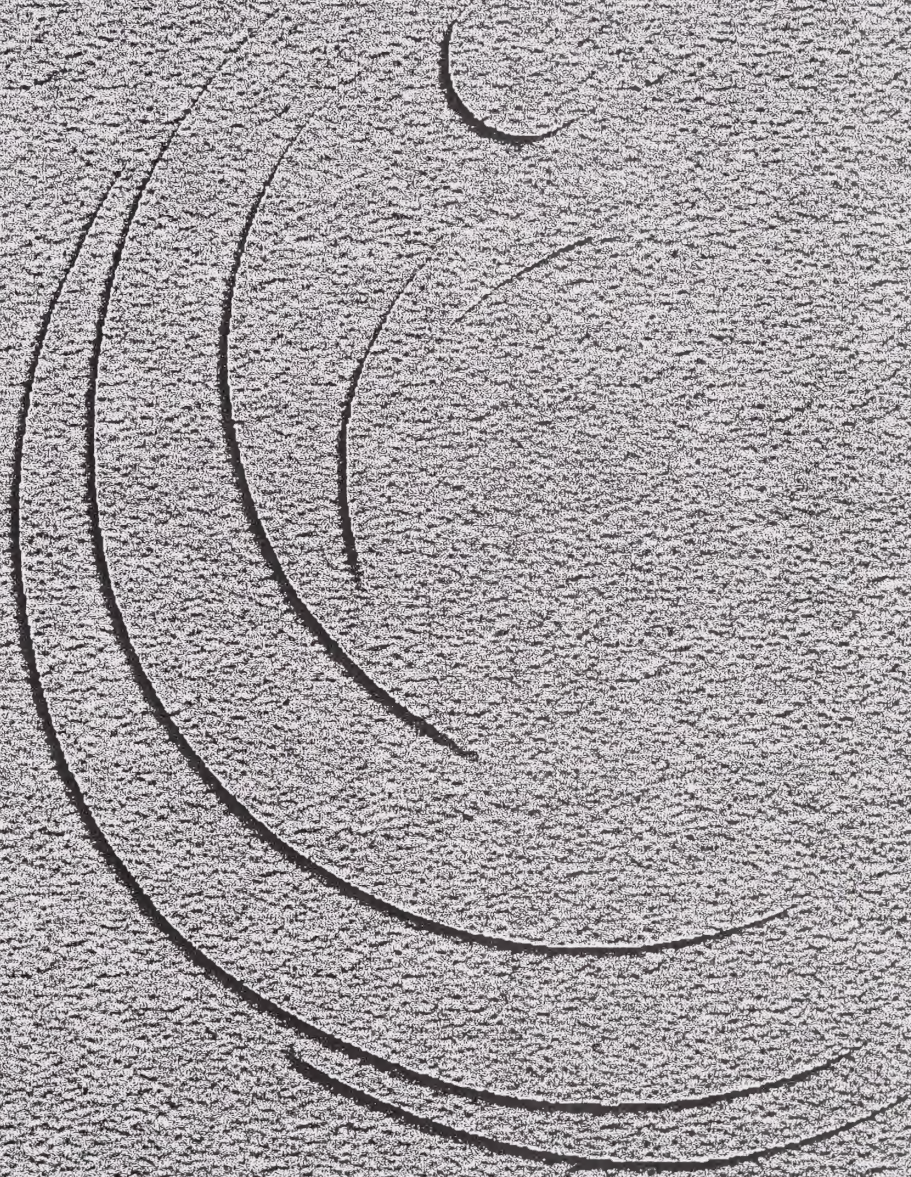
Implementation		Implements What Policy	Who is Responsible	2008- 2010	2010- 2015	2015- 2030	On- Going
LU-3.	The City shall develop zoning incentives to encourage innovative design in both infill and newly developing areas that optimizes the use of vacant land through flexible development standards, shared parking, landscaping, and site amenities.	LU-2.2 LU-2.3	Development Services	■			
LU-4.	The City shall develop and maintain an inventory of available vacant sites that have potential for infill development.	LU-2.2	Development Services	■			■
LU-5.	The City shall develop zoning incentives that encourage mixed use redevelopment in the downtown area through the reuse of existing buildings.	LU-2.1 LU-7.2 LU-7.3	Development Services	■			
LU-6.	The City shall conduct a study to determine a suitable location and impacts of a regional auto mall in the city.	LU-4.11	Development Services	■			
LU-7.	The City shall update its water master plan to address future water supply, treatment, and distribution system. This water master plan shall explore: a. Water supply alternatives b. Treatment alternatives, including wellhead and centralized treatment. c. Alternatives for reuse of grey water d. Water conservation programs	LU-11.1 LU-11.2 LU-11.3	Development Services Public Works	■			■
LU-8.	The City shall update the Sewer and Stormwater Drainage Master Plans based on the 2007 General Plan.	LU-11.4	Development Services Public Works	■			■

Implementation	Implements What Policy	Who is Responsible	2008- 2010	2010- 2015	2015- 2030	On- Going
LU-9. The City shall prepare a citywide street beautification plan as a basis for setting street beautification priorities and funding allocations.	LU-13.2 LU-13.13 LU-13.20	Development Services Recreation Parks Engineering	■			■
LU-10. The City shall require that entrances to new neighborhoods are accented with distinctive landscaping, pavement, and signage treatments.	LU-13.8	Development Services				■
LU-11. The City shall prepare and adopt design guidelines that provide visual emphasis to the gateway and major thoroughfares.	LU-13.12 LU-13.13 LU-13.14 LU-13.17	Development Services Parks Engineering	■			
LU-12. Where applicable, the City shall require new development to incorporate complementary features into site and development planning to ensure its compatibility with existing historic structures.	LU-13.15	Development Services				■
LU-13. The City shall encourage use of the State Landscaping-Street Lighting Act and other available financing tools to fund street beautification and other common aesthetic improvements in new private residential and business development	LU-13.19	Development Services				■

Implementation	Implements What Policy	Who is Responsible	2008- 2010	2010- 2015	2015- 2030	On- Going
LU-14. The City shall review and evaluate its formal design review process and adopt a set of more stringent design review guidelines for application at selected key locations and to particular development types (e.g., mixed use development). Selected locations for such special design review should include key entranceways and thoroughfares; the Downtown; designated community and regional commercial areas; and designated office/business park areas.	LU-13.17	Development Services	■			
LU-15. The City shall conduct a study of existing and proposed neighborhoods and districts to determine if any areas of the city would benefit from adoption of form-based codes.	LU-13.21	Development Services	■			
LU-16. The City shall review and amend, as necessary, applicable ordinances and regulations referenced herein to ensure consistency with the General Plan. These shall include the following: a. Zoning Ordinance b. Subdivision Ordinance c. Development standards	LU-14.1	Development Services	■			■
LU-17. The City shall implement the provisions of this General Plan through its ongoing project review process.	LU-14.2 LU-14.3	Development Services				■

Implementation	Implements What Policy	Who is Responsible	2008- 2010	2010- 2015	2015- 2030	On- Going
LU-18. The Planning Commission shall review the General Plan annually, focusing principally on actions undertaken in the previous year to carry out the implementation programs of the Plan. The Planning Commission's report to the City Council shall include, as the Commission deems appropriate, recommendations for amendments to the General Plan. This review shall also be used to satisfy the requirements of Public Resources Code §21081.6 for a mitigation monitoring program.	LU-14.2	Development Services				■

Please see the next page.



3.

Transportation & Circulation Element



Transportation & Circulation

Transportation is the process by which people and goods move within, to and from the community. The ability to provide efficient and effective transportation services is one of the major determinants of the direction of growth and the physical form for the City of Tulare and the San Joaquin Valley. The community's livability depends on a safe, efficient and environmentally sustainable transportation system. Intertwined with land use and environmental implications, the city's mobility network must be planned to optimize transportation choices and innovative community designs.

This Transportation and Circulation Element is based on the following guiding principles:

- **Local focus, regional perspective.** Transportation is both a local and a regional issue. Effective improvements to the transportation system depend on the multi-jurisdictional cooperative efforts of multiple agencies beyond the City of Tulare, such as the State of California, the Tulare County Association of Governments, Tulare County, the regional transit providers, and adjacent cities.
- **Improve safety and capacity of transportation facilities and implement a plan for enhancement.** The city should focus on increasing the capacity of facilities to improve mobility and reduce congestion, while protecting environmental resources and fostering economic vitality. In addition, as a gateway facility, an identity should be established for Highway 99 and other major thoroughfares. Facility improvements should incorporate distinctive architecture and landscaping, along with state-of-the-art technologies. As one of the primary thoroughfares through the City of Tulare and other San Joaquin Valley communities, Highway 99 should be a safe and efficient transportation route.
- **Improve goods movement infrastructure and trade.** Infrastructure should be improved to increase economic vitality, safety, and mobility while decreasing congestion and air quality issues.
- **Promote the development of a multi-modal system.** Transportation is both a local and a regional issue. Effective improvements to the transportation system depend on the multi-jurisdictional cooperative efforts of multiple agencies beyond the City of Tulare. Land use and transportation are inextricably connected. They must be coordinated so that future development and transportation services will be balanced with each other. The land use and transportation policies in this Plan reflect this relationship.
- **Support and complement regional initiatives.** Policies for the City of Tulare should support the land use policies delineated in regional plans, such as the Regional Blueprint Plan. Collaborating with other regional entities will seek to minimize land use changes encouraged by transportation infrastructure decisions.
- **Link transportation improvements to economic development.** Economic development should be planned in conjunction with transportation investments. The dominance of the agricultural sector and the need for the development of additional economic drivers provides incentives for the expansion of the regional economic base. Improving the vitality of region requires the development of outward-oriented sectors that will require efficient access to transportation infrastructure.

This element addresses various transportation issues, including automobile travel and parking, transit, non-motorized transportation (e.g., bicycle and pedestrian travel), goods movement (truck and rail), and air transportation. The Transportation & Circulation Element is divided into the following 11 sections:

- General (Section 3.1)
- Roadway System (Section 3.2)
- Road Improvement Funding (Section 3.3)
- Transit (Section 3.4)
- Parking (Section 3.5)
- Non-Vehicular Circulation (Section 3.6)
- Transportation System Management/Transportation Demand Management (Section 3.7)
- Goods Movement (Section 3.8)
- Aviation (Section 3.9)
- Rail (Section 3.10)
- Implementation Measures (Section 3.11)

Key Terms

Average Daily Traffic (ADT) or Average Annual Daily Traffic (AADT). ADT volume is based upon traffic counts that record the number of vehicles (cars and trucks) that travel on the roadway on a typical weekday (Tuesday, Wednesday, or Thursday). These counts are typically conducted by using "hose" or "tube" counts, but can also be collected utilizing more advanced sensor devices. Both of these methods have the ability to collect heavy-duty vehicle classification counts and directional information. In this report, the total ADT is used for the LOS analysis. It should be noted that in the transportation industry ADT is an acronym that is interchangeable with AADT, or the annual average daily traffic.

Class I Bikeway (Bicycle Path). Provides for bicycle travel on a paved right of way completely separated from any street or highway. This type of bike path is often located along waterfronts, railroad right-of-ways (active and abandoned), through parks, or stream or river channels.

Class II Bikeway (Bicycle Lane). Provides dedicated on-street space for bicyclists (usually to

the right of travel lanes) delineated by a white stripe, signs and pavement markings.

Class III Bikeway (Bicycle Route). Provides shared-lane use with motor vehicle traffic. As defined by Caltrans, Class III bicycle routes have signs but no striping and should direct cyclists to the superior through route. To achieve the best conditions for bicyclists and motorists to share the lane, a wide curb lane should be considered. Class III bike routes provide the least benefit to bicyclists and should be used in limited situations, such as to fill short gaps along Bike Lane corridors where inadequate space exists for short distances, or along residential streets with low speeds and low traffic volumes.

Functional Classification System. Functional Classification System identifies existing roadway classification based upon number of lanes, capacity, location, etc. Typically, functional classification refers to collectors, arterials, expressways, freeways, etc.

Highway Capacity Manual 2000 (HCM). The Transportation Research Board's (TRB) HCM provides a collection of state-of-the-art techniques for estimating the capacity and determining the LOS for transportation facilities for intersections, roads, public transit, etc. TCAG has adopted the HCM methodology.

Institute of Transportation Engineer (ITE). ITE publishes the Trip Generation Manual (7th Edition) which is used to estimate trip generation for many categories of residential and non-residential land uses.

Level of Service (LOS). LOS is used to measure the operating conditions of an intersection or a roadway segment by considering many factors including traffic volume and capacity. LOS is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment representing progressively worsening traffic conditions.

Peak hour. That hour during which the maximum amount of travel occurs. It is typically specified as the peak one hour of traffic

experience during the morning peak hour (between 7:00 and 9:00 a.m.) and/or the afternoon peak hour (between 4:00 and 6:00 p.m.). In some of the agricultural areas in the county, the peak hour may be earlier than the times above due to seasonal factors such as harvesting, picking, etc. Peak hour roadway counts are usually used in analyzing intersections and interchanges.

State Routes (SR). State Routes are highway facilities owned and operated by the State of California Department of Transportation (Caltrans).

Transit Hubs. Major transfer points where various transportation modes (e.g., rail, bus, bicycle, pedestrians, and automobiles) facilitate passenger transfers between the modes. These transfer points are on a fixed schedule as opposed to "major transfer points" which may be scheduled based on headways. These types of facilities typically have a building or other structure associated with them to provide travelers with schedules and other related information.

Transportation Demand Management (TDM). Programs to reduce travel demand and improve vehicle flow by encouraging mode shifts (i.e., bus, carpool, rapid transit, bicycle, etc.), and by applying operational efficiencies (i.e., signal synchronization, bus turnouts, bicycle lanes, etc.) to highway systems. TDM is intended to emphasize improved transportation systems efficiencies rather than road expansion or construction.

Viper/TP+. Viper/TP+ transportation planning software package used to develop daily traffic forecasts.

Circulation Diagram and Standards

The City's roadway network is designed to support the development of the land uses shown on the 2030 Land Use Diagram and to reserve adequate rights-of-way for development beyond 2030. The General Plan seeks to maintain the city's relatively free-flowing traffic conditions while allowing for future growth. The City's most important policy tool for ensuring upgrading and maintenance of its roadways to provide for effective and efficient traffic movement is the Circulation Diagram and its associated standards.



See Policies TC-1.1 and TC-1.2 for more information on the Circulation Diagram and Roadway Standards, respectively.

Circulation Diagram

The Circulation Diagram depicts the proposed circulation system needed to support development under the Land Use Diagram. This circulation system is represented on the diagram as a set of roadway classifications that have been developed to guide Tulare's long-range planning and programming. Roadways are systematically classified based on the linkages they provide and their function, both of which reflect their importance to the land use pattern and traveler.

Roadway Classification

Roadways serve two functions: traffic movement, or mobility, and accessibility to provide mobility and to provide property access. High and constant speeds are desirable for mobility, while low speeds are more desirable for property access, particularly in residential areas. A functional classification system provides for specialization in meeting the access and mobility requirements of the development permitted under the General Plan. Local streets emphasize property access; arterials emphasize high mobility for through-traffic; and collectors attempt to achieve a balance between both functions. The following roadway classifications are used in the City of Tulare:

State Freeways and Highway. Freeways and highways provide for high volume, high speed, and interregional travel with limited local access via widely spaced interchanges (one mile minimum). Freeway access is limited to designated interchanges; no direct access to adjacent land uses is permitted for any use.

Expressways. Expressways are highways that carry large volumes of traffic relatively long distances within or through an urban or rural area. They also often serve considerable local traffic traveling short distances. Intersections along these expressways can be at grade to accommodate traffic entering and exiting the

roadway. Expressways should be continuous through the urban or rural community they serve and link to arterial routes. The designated right-of-way for expressways varies dependant upon the needs of the specific facility. Additional right-of-way may be required at some intersection.

Arterials (Major Arterials and Arterials).

Arterials are intended to: (a) provide a high level of capacity in selected high volume corridors; (b) provide connections between the freeway system and arterials and collector streets via interchanges; and (c) provide access to major traffic generators. Arterials are moderate-speed through streets with average daily traffic over 10,000 vehicles per day. Access to an arterial should be primarily accomplished through primary collector and secondary collector streets. Limited direct access to industrial, commercial and high density residential uses is permitted as approved through site plan review.

Primary Collector Streets. Primary collector streets are intended to transfer traffic from collector and minor streets to an arterial. Average daily traffic on a primary collector will usually average less than 10,000 vehicles per day. Primary collector streets should provide direct linkages to neighborhood shopping areas. Primary collector intersections should be staggered to discourage their use as through access ways by-passing arterials. Direct access for low density residential, commercial, and industrial uses and developments should be permitted consistent with adopted improvement standards.

Secondary Collector Streets. Secondary collector streets are intended to carry moderate volumes of traffic from local streets to primary collectors and arterials. Average daily traffic on a secondary collector normally averages 500-4,000 vehicles per day. Direct access should be permitted consistent with approved standards. Secondary collector streets are not delineated on the Circulation Diagram; instead they are located through the development and subdivision approval process.

Local Streets. Local streets are intended as low capacity streets primarily serving low-density residential uses. Average daily traffic on a local

street averages less than 1,000 vehicles per day, although most local streets average less than 500 vehicles per day. Direct access to local streets is permitted consistent with adopted improvement standards. Local streets are not delineated on the Circulation Diagram; instead, they are designated through the development and subdivision approval process.

Roadway Standards

State Freeways and Highways. Freeway and highway right-of-way widths and pavement standards in Tulare are established by the State of California Department of Transportation (Caltrans). State Highways 63, 99 and 137 all pass through the City of Tulare. All three are projected to play an important role in future local and regional travel. State Highway 63 (Mooney Boulevard) provides a critical intercity connection between Tulare and Visalia. The upgrading of this facility to six lanes is anticipated in the future by both the state's Route Concept Report and the Tulare County Regional Transportation Plan adopted by the Tulare County Association of Governments.

The most critical state highway with respect to local Tulare traffic is State Highway 137 (Tulare Avenue). Anticipated increases in traffic between downtown Tulare and the eastern urban boundary will necessitate the expansion of this major east west facility.

Major Arterials. Major arterials provide high volume connections between freeways and collectors and are typically designed to accommodate up to eight through traffic lanes, a parking/transit/right turn lane, and a center median with dual left turn lanes at intersections. The right-of-way for these streets should range from 90 to 146 feet. A driveway spacing of at least 300 feet should be maintained wherever possible. Arterials are designated throughout the Planning Area, generally creating a one-mile grid pattern.

Arterials. Standard arterials provide for moderate volumes, moderate speeds over moderate distances with access to collectors at half mile intervals and a limited number of local

streets. Arterials also provide access to major traffic generators at quarter mile intervals. Arterials are generally designed with two through lanes on each direction with either on-street parking or no parking with left turn lanes. Arterials are subject to the same access standards as major arterials.

Primary and Secondary Collectors. Primary collector streets are designated throughout the Planning Area, generally creating a ½ to ¼ mile grid pattern. Both primary and secondary collectors generally have a two-lane configuration with a right-of-way of 64 to 84 feet.

Local Streets. Local streets provide direct access to adjacent land. They also connect from adjacent land uses to collector streets and, in some limited instances, connect directly to arterials. Local streets should not carry traffic from one area of the community to another. Local streets should have a two-lane configuration with a right-of-way of 56-60 feet, although narrower rights-of-way may be permitted in certain circumstances. The minimum right-of-way for local streets in areas designated for commercial and industrial is 60 feet.

3.1 General

TC-1

To develop an integrated transportation system that provides for the safe and efficient movement of people and goods.

TC-1.1 Integrated Transportation System

The City shall continue to work cooperatively with the various local, state, and federal transportation agencies (i.e., Caltrans, TCAG, Tulare County, and regional transit providers) to maintain a multi-modal transportation system that is well-integrated and interconnected in terms of service, scheduling, and capacity, and that effectively accommodates planned land uses and related transportation needs, and that promotes the safe movement of people and goods and the efficient use of limited public resources.

TC-1.2 Road Improvements

Land use planning and transportation decisions shall be correlated so that planned land uses are supported by the appropriate types of circulation service, levels of service, and the timing of transportation improvements. Wherever practicable, road improvements shall complement regional needs and initiatives.

3.2 Roadway System

TC-2

To maintain an efficient and safe roadway system throughout Tulare.

TC-2.1 Circulation Diagram

The City shall utilize and maintain the Circulation Diagram to designate the classification for all major roadways, designate significant transit facilities, and designate bicycle facilities. The Circulation Diagram is included as Figure 3-1.

TC-2.2 Roadway Standards

The City shall utilize the roadway standards shown on Table 3-2 for new roadways, for determining improvements for new projects, and as part of City projects for roadway enhancements and maintenance.

TC-2.3 Level of Service Standard

The City shall maintain Level of Service of "D", as defined in the Highway Capacity Manual (published by the Transportation Research Board of the National Research Council), as the minimum desirable service level at which freeways, arterial streets, collector streets and their intersections should operate.

TC-2.4 Freeway Improvements

The City shall coordinate with Caltrans to establish priorities for freeway improvements and initiate a process for the design, funding, and construction of improved freeway interchanges.

TC-2.5 Interchanges Design Coordination

The City shall coordinate with Caltrans on the construction and design of identified future freeway interchange improvement needs and on the establishment of a cooperative funding approach for the required improvements.

TC-2.6 Highway Right of Way

The City will work with Caltrans to ensure that new development projects include the dedication of land to match the ultimate right of way as delineated in the Caltrans Transportation Concept Reports.

TC-2.7 Relocate State Route 137

The City shall continue to work with Caltrans to relocate State Route 137 out of the downtown area (to Paige and Mooney Avenues) to better facilitate truck movements and downtown safety.

TC-2.8 Tulare Loop Roadway

The City shall evaluate the development of a loop roadway or express arterial to facilitate travel around the City, reduce congestion, and minimize air quality impacts associated with travel around the community.

TC-2.9 Traffic Signal Spacing

The City shall ensure traffic signals are spaced no closer than one quarter mile on major arterials and arterials, except in unusual circumstances. The intersections of arterial and collector streets and the access driveways to major traffic generators shall be located so as to maintain this minimum signal spacing.

TC-2.10 Roadway Improvements

The City shall improve existing roadway links and intersections which are identified as operating below Level of Service "D" standard or have other significant existing safety or operational deficiencies.

TC-2.11 Local Street Traffic

The City shall ensure local streets do not carry unreasonable levels of through traffic. If local streets are determined to be carrying unacceptable levels of through traffic, the City shall take appropriate action to reduce the through traffic levels by means deemed acceptable under the Vehicle Code of the State of California.

TC-2.12 Arterial Mobility

The City shall maintain system of north-south and east-west arterial streets at approximately one-half-mile intervals (preferred, less separation may be appropriate given the location) to provide for the mobility of the traveling public.

TC-2.13 Collector Road Design

The City shall maintain a system of collector roads located approximately every one-quarter mile in the city's developed areas.

TC-2.14 Driveway / Curb Cut Consolidation

The City shall encourage the consolidation of driveways, access points and curb cuts along existing developed major arterials or arterials when new development or a change in the intensity of existing development or land uses occurs or when traffic operation or safety warrants.

TC-2.15 Shopping Center Ingress/Egress

The City shall ensure ingress and egress to shopping centers are carefully designed in order to promote traffic safety. Left hand movements into and out of commercial areas should be minimized and existing points of ingress and egress shall be consolidated whenever possible.

Table 3-1. City of Tulare Roadway Classifications
State Freeways and Highways

- | | | |
|------------------|-------------------|------------------|
| ▪ State Route 63 | ▪ State Route 137 | ▪ State Route 99 |
|------------------|-------------------|------------------|

Major Arterials

- | | | |
|---------------------------------------|-----------------------------|---------------------|
| ▪ Enterprise Street | ▪ Oakmore Street | ▪ West Street |
| ▪ "K"/"J" Streets | ▪ Oakdale Avenue | ▪ Liberty Avenue |
| ▪ "M" Street (no. of Cartmill Avenue) | ▪ Cartmill Avenue | ▪ Blackstone Street |
| ▪ Prosperity Avenue | ▪ Hillman Street | ▪ Bardsley Avenue |
| ▪ Laspina (south of Paige Avenue) | ▪ Paige Avenue/Foster Drive | ▪ Turner Drive |
| ▪ Commercial Avenue | | |

Arterials

- | | | |
|--|---|--|
| ▪ Avenue 260 | ▪ Oakdale Avenue (west of "K" Street.) | ▪ Pacific Avenue (Avenue 252) |
| ▪ Zumwalt Avenue | ▪ Leland Avenue | ▪ Morrison Street (south of Tulare Avenue) |
| ▪ Cross Avenue | ▪ Tulare Avenue (west of "J" Street) | ▪ Alpine Avenue |
| ▪ Levin Avenue | ▪ Avenue 200 | ▪ Addie Avenue |
| ▪ Corvina Avenue | ▪ "E Street (Paige Avenue to Prosperity Avenue) | ▪ Milner Street |
| ▪ Pratt Street | ▪ "O" Street | ▪ "I" Street (south of Bardsley Avenue) |
| ▪ "M Street (south of Cartmill Avenue) | ▪ Laspina Street | ▪ Gem Street |
| ▪ Cherry Street | ▪ International Avenue/Tex Drive | ▪ Paseo Del Lago |

Collectors

- | | | |
|--------------------|---------------------|--|
| ▪ Cypress Avenue | ▪ Walnut Avenue | ▪ Sonora Avenue |
| ▪ Kern Avenue | ▪ Maple Avenue | ▪ Pleasant Avenue |
| ▪ Merritt Avenue | ▪ Sandra Avenue | ▪ Spruce Street |
| ▪ Gemini Street | ▪ Lincoln Street | ▪ Maricopa Street |
| ▪ Aronian Street | ▪ Sacramento Street | ▪ Irwin Street |
| ▪ "A" Street | ▪ "B" Street | ▪ Eastgate Avenue |
| ▪ Brentwood Street | ▪ Oaks Street | ▪ Morrison Street (north of Tulare Avenue) |
| ▪ "H" Street | ▪ Pleasant Avenue | |

Local Streets

All other existing or planned local streets in the Tulare Planning Area are deemed to be local streets.

Table 3-2. Tulare Roadway Standards

Roadway Classification	Total ROW	FOC to ROW Line	Raised Median Width	Pavement Width									Total Pavement Width *
				Thru Lanes				Turn Lanes			Shoulder		
				No. 1	No. 2	No. 3	No. 4	2-way Left	Left	Right	Left	Right	
6-8 Lane Arterial													
Typical Cross Section	146	10	30	12	12	12	12	--	--	--	--	--	96
Intersection	146	10	6	12	12	12	12	--	24	--	--	--	120
6-Lane Arterial													
Typical Cross Section	138	10	30	12	12	12	--	--	--	--	8	8	88
At Intersection				Widen as needed									
4-Lane Arterial (dual-left)													
Typical Cross Section	118	10	30	12	12	--	--	--	--	--	10	10	68
At Intersection	118	10	6	12	12	--	--	--	24	12	8	--	92
4-Lane Arterial (single-left)													
Typical Cross Section	110	10	18	14	14	--	--	--	--	--	8	8	72
At Intersection	110	10	6	12	12	--	--	--	12	12	12	--	84
Minor Arterial (no median)													
4-Lane Striping Pattern	84	10	--	12	14	--	--	12	--	--	--	--	64
2-Lane Striping Pattern	84	10	--	13	--	--	--	12	--	--	13	13	64
At Intersection				Widen as needed									
Collector													
Typical Cross Section	64	10	--	14	--	--	--	--	--	--	8	8	44
At Intersection				Widen as needed									
Local	56	10	--	10	--	--	--	--	--	--	8	8	36
Cul-de-sac	52	10	--	8	--	--	--	--	--	--	8	8	32

* Does not include median width.

TC-2.16 Commercial Driveway Separation

The City shall ensure the distance between driveways along commercially developed arterials is not less than 400 feet (measurement shall be from centerline to centerline). Where this spacing is not practical, the proposed development shall provide acceptable traffic mitigation measures.

TC-2.17 Driveway Siting

The City shall encourage that driveways be located on adjacent collector streets rather than on arterial streets.

TC-2.18 Dual Access

The City shall require at least two (2) independent access routes for all major development areas.

TC-2.19 Specific Facility Driveway Siting

The City shall ensure driveways for specific facilities (i.e., service stations) near intersections are not serviced by median breaks and are located no less than 50 feet from the intersection. (The measurement shall be from the curb return to the nearest edge of the driveway). If more than one driveway is required to serve a property, the driveways shall be separated by a minimum of 50 feet. (The 50 feet are to be measured edge to edge, not centerline to centerline).

TC-2.20 Major Activity Center Access

The City shall ensure that driveway access to major activity centers is located no closer than 200 feet to the adjacent intersection of a collector or arterial street. (Measurement shall be from the curb return to the nearest edge of the driveway).

TC-2.21 Median Design

The City shall encourage the use of concrete medians where left turn control is needed and shall also use painted medians on two-way left turn pockets where appropriate. Where concrete medians are provided, median breaks should be spaced not less than 300 feet apart.

TC-2.22 Master Planned Commercial Development

The City shall require that future commercial development or modifications to existing development are master planned with limited points

of ingress and egress onto major arterials and arterials.

TC-2.23 Four-Leg, Right Angle Intersections

The City shall ensure, where possible, major arterials, arterials, and collectors form four-leg, right angle intersections. The City shall discourage jog, offset, and skewed intersections of such streets to the extent possible.

TC-2.24 Traffic Noise

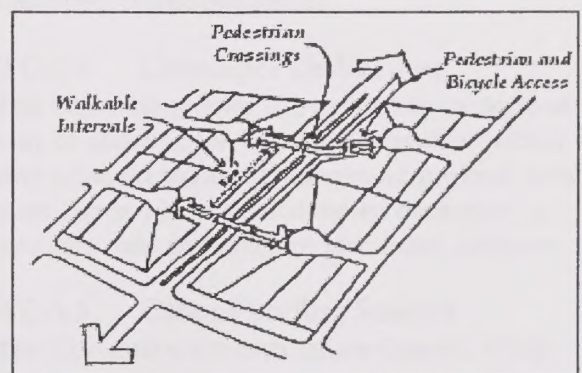
The City shall ensure that circulation systems minimize excessive noise impacts on sensitive land uses. The City shall require new development to mitigate traffic noise impacts where warranted (e.g., by constructing sound walls or berms or increasing setback distances).

TC-2.25 Roadway Standard Consistency

The City shall require new development to construct public streets within their project boundaries to standards adequate to serve projected traffic volumes. The City shall ensure that plan lines and right-of-ways be provided to meet the standards of the appropriate street designation.

TC-2.26 Limiting Local Street Use

The City shall encourage residential subdivisions to provide access from collector streets and discourage the use of local streets as alternatives (a bypass) to congested arterials. The City shall ensure that neighborhood streets are designed to reduce excessive speeds.



TC-2.27 Orientation of Subdivision Away from Arterials

The City shall require residential development to be oriented away (side-on or rear-on) from major arterials and arterials, and properly buffered from these roadway types to preserve the carrying capacity on the street and protect the residential environment.

TC-2.28 Connectivity

The City shall promote connectivity throughout residential street patterns. Where cul-de-sacs are permitted, the City shall promote pedestrian and bicycle travel by including pathways as appropriate to connect cul-de-sacs to other streets or community facilities such as parks and schools.

TC-2.29 Traffic Signal Management

The City shall synchronize and otherwise manage traffic signals on arterial streets to the extent possible to facilitate the movement of people and to minimize stops or delays.

TC-2.30 Environmental Impacts of Roadway Design

The City shall ensure that construction of new roadways and expansion of existing streets mitigate, to the extent feasible, impacts on air quality, noise, and sensitive biological areas.

TC-2.31 Commercial Area Access

The City shall require commercial projects to provide frontage roads and/or access controls to reduce traffic congestion.

TC-2.32 Emergency Vehicle Routes

The City shall establish a street network that provides quick, efficient routes for emergency vehicles, including police, fire, and emergency medical vehicles.

TC-2.33 Emergency Railroad Crossing

The City shall provide a grade-separated east-west railroad crossing at a location which facilitates adequate emergency vehicle movement between west-side neighborhoods and east-side medical facilities.

TC-2.34 Street Design

The City shall promote street design that provides an environment which encourages transit use, biking, and pedestrian movements.

3.3 Road Improvement Funding

TC-3

To maintain a system for funding needed roadway improvements that ensure a safe and efficient level of service that meets the City's established standards.

TC-3.1 Roadway Improvement Responsibility

The City shall ensure future development is responsible for its fair-share of street improvements required by cumulative traffic increases.

TC-3.2 Fair Share Improvements

The City shall ensure that responsibility for all major arterial, arterial, and collector street improvement needs, existing and future, is allocated on a fair-share basis between the City and benefiting future development.

TC-3.3 Roadway Improvement Funding Sources

The City shall pursue designated gas and sales tax subventions, other state or federal sources, or the City's general fund complete needed major arterial, arterial, and collector street connections identified as existing needs.

TC-3.4 Developer Dedication

The City shall require the dedication of right-of-way or construction of planned facilities within and adjacent to new development projects when such improvements are deemed necessary to promote safe and efficient circulation patterns.

TC-3.5 Other Funding Sources

The City shall work with Tulare County, TCAG, Caltrans, and other jurisdictions and agencies to secure additional funding to meet transportation

funding shortfalls for priority projects and other modes of transportation (e.g., bike and transit).

3.4 Transit

TC-4

To maintain and develop an adequate transit system that provides for the local and regional transit needs of Tulare residents.

TC-4.1 Transit Use Promotion

The City shall encourage the increased use of public transit as a means to reduce traffic congestion and air quality impacts.

TC-4.2 Integration of Public Transportation into New Development Proposals

The City shall evaluate new development proposals to ensure adequate public transportation facilities (e.g., a continuous parking lane with bus stops, special bus turn-outs, etc.) are incorporated.

TC-4.3 Pedestrian Access to Transit

The City shall ensure pedestrian access to transit along arterials and collectors is available where security walls, noise barriers, or fences are proposed adjacent to residential development.

TC-4.4 Bus Stop Amenities

The City shall encourage bus stop seating and shelters to be integrated into wall designs along arterials or collectors adjacent to residential neighborhoods.

TC-4.5 Transit Links to Other Communities

The City shall encourage the provision of adequate public transportation links with other communities in Tulare County and adjacent counties.

TC-4.6 Regional Public Transportation Service

The City shall support and facilitate reasonable proposals to bring regional public transportation service (including Amtrak or other passenger rail service) to Tulare.

TC-4.7 Railroad ROW Conversion

The City shall work to preserve the right-of-way of abandoned railroads for future transit routes.

TC-4.8 Transit Compatible Land Use

The City shall encourage the clustering of land uses that generate high trip volumes and other transit-oriented designs to foster the demand needed to support transit activity. Transit-oriented designs should include:

- Provision of sheltered bus stops to be provided with new development;
- Location of medium and high-density development shall be located near transit services;
- Linking of residential uses to transit stops via continuous sidewalks or pedestrian paths; and
- Incorporation of park-and-ride lots to accommodate not only motorists, but also other users of public transit and van or carpooling.

3.5 Parking

TC-5

To provide adequate and convenient parking in the city.

TC-5.1 Downtown Parking

The City shall provide adequate and convenient parking in Downtown Tulare. The City shall work closely with the Municipal Parking Authority to ensure adequate Downtown parking is provided within convenient proximity to Downtown retail, offices, and service business locations.

TC-5.2 Adequate Parking throughout City

The City shall ensure that adequate and convenient parking is provided in all residential neighborhoods, and industrial, office, and commercial areas.

TC-5.3 Public Development

The City shall ensure new public development in and around Downtown provides adequate onsite parking in accordance with the Zoning Ordinance.

TC-5.4 On-Site Parking for High-Demand Uses

The City shall require Downtown businesses that generate high parking demand, to provide onsite parking in accordance with the Zoning Ordinance.

TC-5.5 Convenient Walking Distance

The City shall ensure parking is within convenient walking distance and is not separated by arterial or collector streets from the development it serves.

TC-5.6 Non-Residential Parking

The City shall discourage non-residential parking on residential streets.

TC-5.7 Shared Parking

The City shall promote shared parking among adjacent land uses, especially those whose demand for parking peaks at different times, to minimize land consumption, paving, and curb cuts.



For additional guidance on shared parking facilities, see the policies under Goal LU-5, Downtown Development.

TC-5.8 Visual Integration

The City shall require parking lots along street frontages to be well designed to reduce their visual impact and maximize pedestrian and bicycle compatibility and safety.

3.6 Non-Vehicular Circulation

TC-6

To maintain an efficient and safe non-vehicular circulation system throughout Tulare.

TC-6.1 Pedestrian Facilities

The City shall strive to provide continuous and safe sidewalks, paths, and appropriate crosswalks along all city streets and through appropriate open space areas, especially near schools, parks, in the Downtown area, and in other areas with substantial pedestrian traffic.

TC-6.2 Provision of Sidewalks for New Development

The City shall require all new development to provide sidewalks or other suitable pedestrian facilities. Whenever feasible, pedestrian paths should be developed to allow for unobstructed pedestrian flow to major destinations such as bus stops, schools, parks, and shopping centers.

TC-6.3 Correction of Sidewalk Deficiencies

The City shall encourage the adjacent property owner to repair sidewalk deficiencies (i.e., damage to existing sidewalks or lack of sidewalks) in established neighborhoods.

TC-6.4 Non-Vehicular Access

The City shall ensure all recreation areas, public places, and commercial developments are designed to facilitate easy access by pedestrians and bicycles. Development designs for these land uses shall include benches, bike racks, etc., when appropriate.

TC-6.5 Bike Route System

The City shall continue to work with TCAG, other local jurisdictions, and agencies to maintain and implement a comprehensive bike path, bike lane, and bike route system throughout the city, including those routes designated on the Land Use/Circulation Diagram. The City shall promote the development of a comprehensive and safe system of recreational and commuter bicycle routes that provide connections between the city's major employment and housing areas, between its existing and planned bikeways, and between schools, parks, retail shopping, and residential neighborhoods.

TC-6.6 Railroad ROW Conversion

The City shall investigate alternative transportation uses (bicycle paths and pedestrian trail systems) for existing and abandoned rights-of-way.

TC-6.7 Safe Routes to School

The City shall cooperate with local schools to develop, maintain, and update a Safe Routes to School program.

TC-6.8 Alternate Funding

The City shall consider alternative sources of funding for the development and improvement of bikeways and pedestrian pathways.

TC-6.9 Intergovernmental Coordination

The City shall continue to coordinate bikeway development efforts between various departments, TCAG and other local jurisdictions and agencies involved in the planning, construction, and operation of bikeways.

TC-6.10 Coordination with Transit Facilities

The City shall coordinate the location of bicycle and pedestrian facilities (sidewalks, bicycle lockers/storage, etc) with transit stops fostering a multi-modal environment.

3.7 Transportation System Management/Transportation Demand Management

TC-7

To improve the city's transportation systems through use of transportation systems management (TSM) and transportation demand management (TDM).

TC-7.1 TSM/TDM

The City shall incorporate TSM and TDM into city street improvement programs and the development review process.

TC-7.2 TSM/TDM Strategy

The City shall incorporate potential TSM and TDM strategies into new residential, commercial, industrial, and institutional development.

TC-7.3 Demand Reduction and Capacity Expansion

To improve air quality and reduce congestion, the City shall seek to reduce vehicle-miles-traveled per household by making efficient use of existing and planned transportation facilities. Measures that can be applied include:

- Promoting efficient arrangement of land uses.
- Improving public transportation and ridesharing.
- Facilitating more direct routes for pedestrians and bicyclists and other non-polluting modes.
- Encouraging large employers to use transportation demand management techniques to reduce peak hour traffic. These techniques could include:
 - ♦ Staggered start and end time for employees
 - ♦ Carpooling and vanpooling
 - ♦ Telecommunications opportunities
 - ♦ Business-sponsored transit passes or discounts

TC-7.4 Transportation Demand Management Programs

The City shall coordinate and provide support for City Transportation Demand Management programs with other public and private agencies, including programs developed by the Tulare County Association of Governments (TCAG) and the SJVAPCD.

TC-7.5 Transportation Management Associations

The City shall encourage commercial, retail, and residential developments to participate in or create transportation management associations that can assist in the reduction of pollutants through provisions to support carpooling, alternative transportation, etc.

3.8 Goods Movement

TC-8

To provide an efficient system for goods movement that adequately serves the industrial and commercial areas of Tulare.

TC-8.1 Truck Route System

The City shall maintain and enforce a truck route system and related parking limitations to minimize conflicts between truck and automobile circulation, minimize the impact of truck traffic on residential neighborhoods and other sensitive uses, and provide for the efficient movement of goods throughout the City.



See also Policy TC-2.7, Relocate State Route 137.

TC-8.2 Access to Transportation

The City shall ensure industrial and commercial development is located in proximity to major transportation corridors and facilities (i.e., highways, rail, and air).

TC-8.3 Regional Coordination

The City shall participate in regional coordination efforts (including the San Joaquin Valley Goods Movement Action Plan as proposed by the California Partnership for the San Joaquin Valley and the Regional Blueprint process) to assure land use and transportation plans are integrated.

3.9 Aviation

TC-9

To maintain adequate general aviation air service to business, recreational and agricultural enterprises in Tulare.

air freight service that meets the present and future needs of residents and the business community.

TC-9.2 Airport Service Demands

The City shall encourage commercial and industrial developments requiring air service to locate near the airport vicinity.

TC-9.3 Mefford Field Expansion

The City shall support reasonable expansion of Mefford Field to serve City business, recreational, and agricultural needs.

TC-9.4 Aviation Planning

The City shall participate in regional aviation planning efforts, such as the County's Airport Land Use Plan (ALUP).

TC-9.5 Consistency with Airport Land Use Commission Policies

The City shall ensure that all development is consistent with the policies adopted by the Tulare County Airport Land Use Commission and the Tulare Airport Master Plan (except where, pursuant to Public Utilities code Sections 21676 and 21676.5, the City Council, pursuant to a two-thirds vote, exercises its option to conclude that notwithstanding a negative recommendation from the ALUC, the Council's proposed action is consistent with the purposes of providing for the orderly development of the Airport and the residential uses surrounding the airport while protecting the public health, safety, and welfare by minimizing the public's exposure to excessive and safety hazards.)



For additional policies on aviation land use planning, see the policies under Goal LU-10, Airport.

TC-9.1 Aviation Services

The City shall encourage a full range of aviation services (consistent with the Tulare Airport Master Plan) at Mefford Field and promote passenger and

3.10 Rail

TC-10

To encourage the continuation of viable rail transport service and the reintroduction of passenger rail service to Tulare.

TC-10.1 Facilitate Passenger Rail Service

The City shall provide necessary land use designations, public facilities, and circulation improvements to facilitate continued rail transport service and the reintroduction of passenger rail service to Tulare.

TC-10.2 Future Rail System

The City shall coordinate future railroad system development with relevant planned circulation system projects.

TC-10.3 Rail Abandonment

The City shall coordinate with appropriate County and State agencies to review rail line abandonment proposals and consider alternatives for the use of abandoned facilities.

TC-10.4 Grade Separations

The City shall work to provide grade separations at all railroad crossings on arterial streets to both ensure public safety and minimize traffic delay.

TC-10.5 Rail Facilities and Existing Development

The City shall ensure that new railroad rights-of-way or yards adjacent to existing residential or commercial areas are screened to reduce noise, air, and visual impacts.

3.11 Implementation Measures

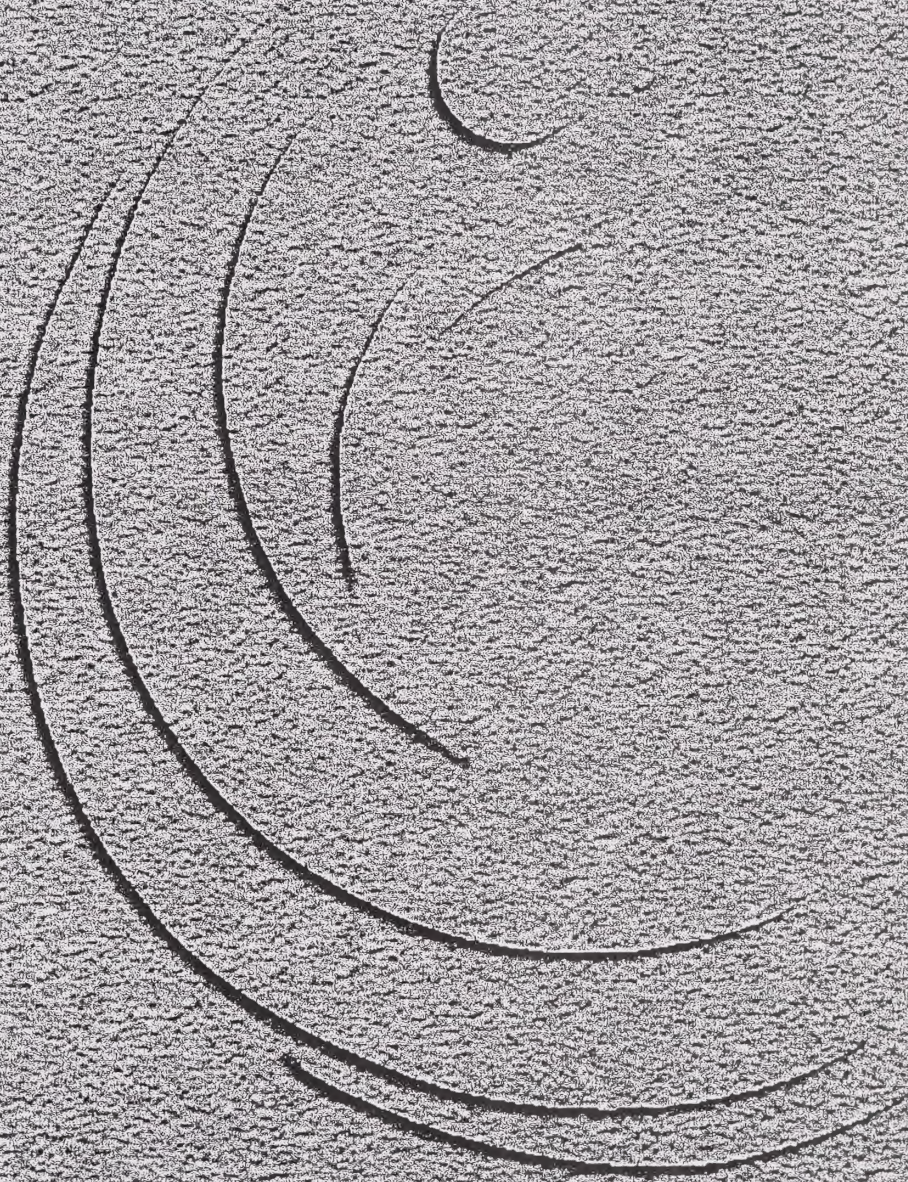
The following table documents the implementation measures included with the General Plan to implement the goals and policies included in this element.

Implementation	Implements What Policy	Who is Responsible	Timeframe			
			2008- 2010	2010- 2015	2015- 2030	On- going
TC-1. The City shall coordinate with Caltrans to establish priorities for freeway improvements and initiate a process for the design, funding, and construction of improved freeway interchanges.	TC-2.1 TC-2.2	Public Works Development Services				■

Implementation	Implements What Policy	Who is Responsible	Timeframe			
			2008- 2010	2010- 2015	2015- 2030	On- going
TC-2. The City shall identify economic, design, and planning solutions to improve existing levels-of-service currently below the LOS specified above. Where physical mitigation is infeasible, the City shall consider developing programs that enhance alternative access or otherwise minimize travel demand.	TC-2.3	Public Works	■			
TC-3. The City shall continue its transportation impact fee program and revise when necessary, to ensure the mitigation of traffic impacts created by new development	TC-3.2	Development Services	■			
TC-4. The City shall periodically review existing parking standards to ensure their adequacy.	TC-5.1 TC-5.2	Development Services				■
TC-5. The City should develop and maintain a downtown parking plan. This plan should be complete following a review the Municipal Parking District boundaries, the city's parking requirements, and the location and adequacy of signage. This plan should discourage employee parking in prime parking spaces within downtown retail areas.	TC-5.1 TC-5.2	Development Services	■			■
TC-6. The City shall identify and fund a study to improve pedestrian access along existing local arterial and collector streets.	TC-6.1	Development Services Public Works	■			■
TC-7. The City shall develop and maintain a database of sidewalks along streets which currently do not contain continuous side walks.	TC-6.1 TC-6.2	Development Services	■			■
TC-8. The City shall develop and distribute information on sidewalk maintenance and distribute these materials to property owners in areas with damaged sidewalks or no sidewalks.	TC-6.3	Development Services		■		■

Implementation	Implements What Policy	Who is Responsible	Timeframe			
			2008- 2010	2010- 2015	2015- 2030	On- going
TC-9. The City shall review City street standards every five years to insure compatibility with changing truck height and weight standards.	TC-8.2	Development Services				■
TC-10. The City shall identify and update existing truck route signage.	TC-8.2	Development Services				■
TC-11. The City shall develop a program to educate local businesses and industries about the truck route system.	TC-8.2	Development Services				■
TC-12. The City shall update the Designated Truck Routes system and Chapter 7 (Truck Routes) of the Tulare Municipal Code, including a review of the hours of operation for truck deliveries.	TC-8.3	Development Services				■
TC-13. The City shall annually review and update as needed the Mefford Field Master Plan.	TC-9.1 TC-9.2	Development Services				■
TC-14. In an effort to protect the operations of the airport, the City shall require that all new development within the airport Area of Influence Boundary grant an aviation easement on behalf of the airport and shall implement procedures concerning notice and disclosure of airport impacts (including over flights and noise).	TC-9.3 TC-9.5	Development Services				■
TC-15. The City should pursue a public transportation connection to the Amtrak train station in Hanford.	TC-10.1	Development Services				■

Implementation	Implements What Policy	Who is Responsible	Timeframe			
			2008- 2010	2010- 2015	2015- 2030	On- going
TC-16. The City shall undertake a study to establish a preferred location for a passenger rail station transportation center within the city. The study shall include a funding plan and implementation time frame.	TC-10.1 TC-10.2	Development Services	■			



4.

Conservation & Open Space Element



Conservation & Open Space

Tulare's natural resources (water resources, biological resources, and open space), agricultural resources, cultural and archaeological resources, and parks and recreation facilities are important elements in the quality of life for Tulare's residents. The purpose of the Conservation and Open Space Element is to protect and enhance these resources as the City continues to urbanize and expand outward. The General Plan seeks to balance the need for growth with the need for the conservation and enhancement of the area's natural and cultural resources, frequently in cooperation with other agencies.

This Conservation and Open Space Element is based on the following guiding principles:

- **Design and plan new development to reduce impacts to natural and cultural resources.** The urban form and design of developments plays an important role in sustaining the natural environment. To protect these areas from the adverse impacts of urbanization, the interconnectedness of natural systems is recognized.
- **Ensure a reliable, adequate water supply to sustain a high quality of life, while protecting and enhancing the environment.** Growth and expansion of the City of Tulare will require additional water resources to support all land uses while maintaining environmental sustainability. In addition, the Elk Bayou is a valuable natural asset that needs to be protected.
- **Support the continued preservation of agricultural resources.** Agriculture is a vital component of the economic base for the City of Tulare. Maintaining the viability and sustainability of this economic sector will be critical to both the city and the surrounding region. As one of the most industry driven industries within the region, the development, adoption and integration of new technologies provides opportunities for expansion in regional economic drivers.
- **Protect significant cultural and archaeological resources to ensure the preservation and maintenance of Tulare's heritage.** Cultural resources provide the historical context for the city. The authentic remnants of the city's cultural legacy provide an irreplaceable tangible link to the past. These assets serve as material anchors and their preservation is vital to connecting the present day community with its historical roots.
- **Provide ample recreation opportunities for all residents.** As Tulare continues to grow, it will be vital to the quality of life in the City to ensure that parkland is available for all residents. The location of existing and future parks will be essential to the vitality of neighborhoods. In addition, the types of parks that are available to residents can be a key to resident's happiness and well being. Setting up an integrated system of local, community, regional, and specialized parks or facilities can provide residents with easy access to recreation choices.
- **Promote efficient use of energy resources, including the adoption of clean, renewable energy technologies to ensure an adequate and reliable supply, economic growth, and improved air quality.** Increasing the energy efficiency of buildings within the city will serve to conserve vital resources and promote responsible stewardship. The land resources and agrarian strengths of the agricultural industry within the region provide distinct opportunities for encouraging expansion of the regional economic base.

The Conservation & Open Space Element is divided into the following nine sections:

- Water Resources (Section 4.1)
- Biological Resources (Section 4.2)
- Agricultural Resources (Section 4.3)
- Parks and Recreation (Section 4.4)
- Cultural & Archaeological Resources (Section 4.5)
- Energy Conservation (Section 4.6)
- Global Warming (Section 4.7)
- Mineral Resources (Section 4.8)
- Implementation Measures (Section 4.9)

4.1 Water Resources

COS-1

To preserve and enhance surface waterways and aquifers.

COS-1.1 Groundwater Protection

The City shall work with Tulare County and special districts to help protect groundwater resources from overdraft by promoting water conservation and groundwater recharge efforts.

COS-1.2 Continued Recharge of Groundwater Basin

In known or identified groundwater recharge areas, the predominant land use and resource activities should be designed to promote recharge of the groundwater basin and protection of groundwater quality at a level superior to standard development practices. When appropriate to the land use designation, clustered development should be encouraged to promote open space and continue infiltration.

COS-1.3 Elk Bayou Protection

The City shall cooperate with Tulare County to protect Elk Bayou by protecting its water quality and open space.

COS-1.4 Elk Bayou Runoff Controls

The City shall require runoff controls in conjunction with development projects and agriculture production near the Elk Bayou to limit toxins and nutrients from entering waterways.

COS-1.5 Water Source

The City shall cooperate with other jurisdictions to jointly study the potential for using surface water sources to help protect the groundwater supply.

COS-1.6 Water Conservation

The City shall promote efficient water use and reduced water demand by:

- a. Requiring water-conserving design and equipment in new construction;
- b. Encouraging water-conserving landscaping and other conservation measures; and
- c. Encouraging retrofitting existing development with water-conserving devices.
- d. Providing public education programs
- e. Distributing outdoor lawn watering guidelines
- f. Promoting water audit and leak detection programs
- g. Enforcing water conservation programs

COS-1.7 Reclaimed Wastewater

The City shall investigate the use of reclaimed wastewater to offset the demand for new water supplies. Such programs may include: dual water systems for potable and non-potable water; reuse of grey water in homes or businesses for irrigation; and reuse of sewage effluent for irrigation of crops, golf courses, or city irrigation.

COS-1.8 Urban Runoff

To the maximum extent practicable, the City shall adopt and enforce regulations and engage in educational efforts to reduce pollution from urban runoff.

COS-1.9 Pollution from Runoff

New projects (excluding residential parcel maps) will be required to provide onsite detention facilities designed to retain the first inch of runoff from a site.

4.2 Biological Resources

COS-2

To preserve and protect sensitive significant habitats, enhance biodiversity, and promote healthy ecosystems throughout the Planning Area.

COS-2.1 Protection of Rare and Endangered Species

The City shall support preservation, restoration, and enhancement of designated habitats of State or Federally-listed rare, threatened, endangered and/or other sensitive and special status species.

COS-2.2 Development in Environmentally-Sensitive Areas

The City shall require careful planning of new development in environmentally sensitive habitat areas and to avoid or otherwise mitigate potential significant impacts whenever feasible. The focus of efforts shall be on project design to avoid impacts whenever feasible. Environmentally-sensitive habitat shall include, at a minimum, the following:

- Any habitat for a federally- or state-listed rare, threatened or endangered animal or plant; and
- Identifiable wildlife movement corridors, including, but not limited to, non-fragmented stream environment zones, and avian and mammalian migratory routes.

COS-2.3 Site Planning

The City shall encourage site planning that incorporates and protects creek and wetland edges.

COS-2.4 Open Space Buffers

The City shall require buffer areas between development projects and significant watercourses, riparian vegetation, wetlands, and other sensitive habitats and natural communities.

COS-2.5 Planting of Native Vegetation

The City shall encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native vegetation and wildlife, and ensure that a maximum number and variety of well-adapted plants are maintained.

COS-2.6 Valley Oaks

The City shall preserve mature Valley Oaks and their habitats located within the Planning Area to the extent possible.

COS-2.7 Wetlands Dedication

The City shall require all preserved wetlands be dedicated to the City or a non-profit organization approved by the City and preserved through perpetual covenants enforceable by the City or other appropriate agencies.

COS-2.8 Wetlands Management

The City shall support the management of wetland and riparian plant communities for passive recreation, groundwater recharge, and wildlife habitats. Such communities shall be restored or expanded, where possible and as appropriate.

4.3 Agricultural Resources

COS-3

To promote the productivity of agricultural lands surrounding Tulare and the continued viability of Tulare County agriculture.

COS-3.1 Protect Interim Agricultural Activity

The City shall protect the viability of existing interim agricultural activity in the Planning Area to the extent possible.

COS-3.2 Agricultural Buffers

The City shall require that agricultural land uses designated for long-term protection (in a Williamson Act contract or under a conservation easement located outside the City's Planning Area) shall be buffered from urban land uses through the use of techniques including, but not limited to, spatial separations (e.g., greenbelts, open space setbacks, etc.), transitions in density, soundwalls, fencing, and/or berming.

COS-3.3 Agricultural Disclosures

The City shall require that developers of residential projects, which are within general proximity of agricultural operations in the city, to provide notification to new homeowners within their deeds of the City's right to farm ordinance.

COS-3.4 Discourage Leapfrog Development

The City shall discourage leapfrog development (defined as urban development more than ½ miles from existing urban development) and development of peninsulas extending into agricultural lands to avoid adverse effects on agricultural operations and contribute to premature conversion.

COS-3.5 Support County Programs

The City shall encourage, support, and coordinate with Tulare County in the implementation of its agricultural programs, outside the city's sphere of influence.

COS-3.6 Agricultural Business

The City shall continue to maintain and encourage agricultural-related businesses and industries in the city.

COS-3.7 Supportive Agricultural Services

The City shall continue to encourage the development of business and services necessary to support agriculture.

COS-3.8 World Ag Expo

The City shall continue to support the annual World Ag Expo within the Planning Area.

COS-3.9 Williamson Act Contracts

The City shall encourage the use of Williamson Act contracts on parcels located outside the Planning Area.

COS-3.10 Williamson Act Contracts near City Limits

The City shall protest the formation of new Williamson Act or Super Williamson Act contracts within the Planning Area.

COS-3.11 Williamson Act Non-Renewal in UDB

The City shall support non-renewal or cancellation processes for Williamson Act designated lands within the City of Tulare Urban Development Boundary (UDB)

COS-3.12 Agricultural Conservation Program (ACP)

The City shall support an Agricultural Conservation Program (ACP) for the protection and conservation of agricultural lands. The ACP shall include the collection of an agricultural mitigation fee for acreage converted from agricultural to urban use, outside of the Redevelopment Area, taking into consideration all fees collected for agricultural loss (i.e., AB1600).

The mitigation fee collected shall fund agricultural conservation easements, fee title acquisition, and research, the funding of agricultural education and local marketing programs, other capital improvement projects that clearly benefit agriculture (i.e., groundwater recharge projects) and administrative fees through an appropriate entity ("Administrative Entity") pursuant to an administrative agreement.

The conservation easements and fee title acquisition of conservation lands shall be used for lands determined to be of statewide significance, or sensitive and necessary for the preservation of agricultural land.

COS-3.13 Farmland Trust and Funding Sources

The mitigation fees collected by the City shall be transferred to a qualifying entity (such as a land use trust), which will arrange the purchase of conservation easements. The City shall encourage the trust or other qualifying entity to pursue a variety of funding sources (grants,

donations, taxes, or other funds) to fund further implementation of the ACP.



For additional policies the City of Tulare UDB, see Policy LU-2.5.

4.4 Parks and Recreation

COS-4

To provide parks and recreation facilities and services that adequately meet the existing and future needs of all Tulare residents.

COS-4.1 Parkland/Open Space Standards

The City shall provide 5 acres of developed parkland per 1,000 residents. New residential or mixed use developments containing a residential component will be required to provide parkland, or pay in-lieu fees, in this ratio as directed by the City.

COS-4.2 Distinctive Parks

The City shall create distinctive and attractive parks and other public places. In addition to common features (e.g., a playground), each park should also have a unique feature that makes it distinct.

COS-4.3 Recreation and Cultural Opportunities

The City shall provide to all Tulare citizens a variety of enjoyable leisure, recreation, and cultural opportunities that are accessible, physically attractive, safe, and uncrowded. The City shall provide an adequate balance of recreational opportunities including facilities to serve the varying needs and interests of the Tulare population.

COS-4.4 Adequate Sites

The City shall provide adequate and convenient park sites to meet the City's existing and anticipated future park and recreation needs.

COS-4.5 Park Upgrades

The City shall upgrade existing parks to meet the unmet needs of the residents as determined by the Parks Department.

COS-4.6 Fair Share Responsibilities

The City shall ensure all future residential development is responsible for its fair share of the City's cumulative park and recreational service and facility needs.

COS-4.7 Land Dedication

The City shall continue its practice of requiring the dedication of community and neighborhood park lands as a condition of approval for large residential development projects (50 or more lots).

COS-4.8 Fees In Lieu of Parkland Dedication

The City shall allow the payment of fees in lieu of parkland dedication, especially in areas where dedication is not feasible, as provided under the Quimby Act.

COS-4.9 Pocket Parks

The City shall utilize pocket parks (approximately 0.25 to 0.50 acre) to establish a passive recreational and social gathering area in neighborhoods where it is deemed appropriate.

COS-4.10 Neighborhood Parks

The City shall encourage the development of adequate neighborhood parks, 5 to 15 acres in size and within walking distance (1/2 mile) of neighborhood users. These neighborhood facilities should include children's play equipment, paved games areas, free play fields, and perhaps a passive recreation area for parents and senior citizens.

COS-4.11 Community Parks

The City shall encourage the development of conveniently-located community parks containing 20 to 50 usable acres for year-round use.

COS-4.12 Regional Park

The City shall encourage the development of one major regional park at least 100 acres in size.

COS-4.13 Santa Fe Trail

The City shall continue to expand and enhance the Santa Fe Trail system. As appropriate, given site locations, new developments will be required to dedicate land where needed to extend the trail.

COS-4.14 Park Location and Design

The City shall effectively locate, design, and use public park facilities to serve the greatest number of Tulare citizens. The City shall select new community park and neighborhood park locations, with emphasis on unmet needs in existing neighborhoods as well as in new neighborhoods.

COS-4.15 Collocation with Schools

The City shall promote the collocation of parks with school facilities for the purpose of enhancing available open space and recreation.

COS-4.16 Joint Use of Detention Facilities

At the discretion of the Director of the Parks and Recreation Department, the City may allow stormwater detention basins developed for recreation use to be counted toward park and land dedication requirements based on the following criteria:

- At least 75 percent of land dedication shall be 100 percent usable,
- Up to 25 percent of land dedicated may be partially usable,
- Unusable land will not be credited.

COS-4.17 Maintenance of Recreational Facilities

The City shall ensure the continued maintenance and improvement of City-owned recreational facilities and require new development and existing residents to participate in alternate maintenance funding mechanisms wherever appropriate.

COS-4.18 Siting to Maximize Security

The City shall require that new parks be located and designed in such a way as to facilitate their security and policing.

COS-4.19 Incorporation of Open Space

The City shall encourage the development of natural open space areas in regional and community parks.



For additional policies on parks and open space requirements see the Land Use Element.

COS-4.20 Public Open Space Steward

The City shall serve as the steward of public open space and ensure that the use and maintenance of the open space is carried out in an environmentally-responsible manner.

COS-4.21 Recreational Program Coordination

The City shall coordinate its recreation programs with those of other public agencies and private non-profit organizations to maximize recreation opportunities in the city.

COS-4.22 Youth Programs and Services

The City shall provide and promote recreational services and programs that reflect the cultural diversity of the community.

4.5 Cultural & Archaeological Resources

COS-5

To manage and protect sites of cultural and archaeological importance for the benefit of present and future generations.

COS-5.1 Archaeological Resources

The City shall support efforts to protect and/or recover archaeological resources.

COS-5.2 Evaluation of Historic Resources

The City shall use appropriate State and Federal standards in evaluating the significance of historical resources that are identified in the city.

COS-5.3 Historic Preservation

The City shall encourage the preservation of historic residences and neighborhoods wherever appropriate.

COS-5.4 Historic Buildings

The City shall encourage the preservation and adaptive use of historic buildings, particularly in the downtown.

COS-5.5 Historic Structures and Sites

The City shall support public and private efforts to preserve, rehabilitate, and continue the use of historic structures, sites, and districts. Where applicable, preservation efforts shall conform to the current Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Building.

COS-5.6 Protection of Resources with Potential State or Federal Designations

The City shall encourage the protection of cultural and archaeological sites with potential for placement on the National Register of Historic Places and/or inclusion in the California State Office of Historic Preservation's California Points of Interest and California Inventory of Historic Resources. Such sites may be of statewide or local significance and have anthropological, cultural, military, political, architectural, economic, scientific, religious, or other values.

COS-5.7 State Historic Building Code

The City shall utilize the State Historic Building Code for designated properties.

COS-5.8 Design Compatibility with Historic Structures

The City shall ensure design compatibility of new development within close proximity to designated historic structures and neighborhoods.

COS-5.9 Discovery of Archaeological Resources

In the event that archaeological / paleontological resources are discovered during site excavation, grading, or construction, the City shall require that work on the site be suspended within 100 feet of

the resource until the significance of the features can be determined by a qualified archaeologist / paleontologist. If significant resources are determined to exist, an archaeologist shall make recommendations for protection or recovery of the resource. City staff shall consider such recommendations and implement them where they are feasible in light of project design as previously approved by the City.

COS-5.10 Impact Mitigation

If preservation of cultural/historical resources is not feasible, the City shall make every effort to mitigate impacts, including relocation of structures, adaptive reuse, preservation of facades, and thorough documentation and archival of records.

COS-5.11 Mitigation Monitoring for Historical Resources

The City shall develop standards for monitoring mitigation measures established for the protection of historical *resources* prior to development.

COS-5.12 Alteration of Sites with Identified Cultural Resources

When planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. The City shall permit development in these areas only after a site specific investigation has been conducted pursuant to CEQA to define the extent and value of resource, and mitigation measures proposed for any impacts the development may have on the resource.

COS-5.13 Education Program Support

The City shall support local, state, and national education programs on cultural and archaeological resources.

COS-5.14 Solicit Input from Local Native Americans

The City shall solicit input from the local Native American communities in cases where development may result in disturbance to sites containing evidence of Native American activity and/or to sites of cultural importance.

COS-5.15 Confidentiality of Archaeological Sites

The City shall, within its power, maintain confidentiality regarding the locations of archaeological sites in order to preserve and protect resources that are determined to exist. An archaeologist / paleontologist shall make recommendations for protection or recovery of the resource. City staff shall consider such recommendations and implement them where they are feasible in light of project design as previously approved by the City.

COS-5.16 Cooperation of Property Owners

The City shall encourage the cooperation of property owners to treat cultural resources as assets rather than liabilities, and encourage public support for the preservation of these resources.

COS-5.17 Archaeological Resource Surveys

Prior to project approval, the City shall require project applicant to have a qualified archaeologist conduct the following activities: (1) conduct a record search at the Regional Archaeological Information Center located at California State University Bakersfield and other appropriate historical repositories, (2) conduct field surveys where appropriate, and (3) prepare technical reports, where appropriate, meeting California Office of Historic Preservation Standards (Archaeological Resource Management Reports).



For additional policies on historic structures, see the policies under Goal LU-13, Community Character/Design.

4.6 Energy Conservation

COS-6

To encourage energy conservation in new and existing developments throughout the city.

COS-6.1 Energy Conservation Measures

The City shall require the use of energy conservation features in new construction and renovation of existing structures in accordance with

state law. New features that may be applied to construction and renovation include:

- Green building techniques (such as use of recycled, renewable, and reused materials; efficient lighting/power sources; design orientation; building techniques; etc.);
- Cool roofs;
- Enhanced insulation;
- Application of solar technologies (e.g., photovoltaic, water heating, etc.); and
- Energy Star compliance programs

COS-6.2 Landscape Improvements for Energy Conservation

The City shall encourage the planting of shade trees along all city streets and as part of new development to reduce radiation heating.

COS-6.3 Promote Energy Conservation Awareness

The City shall coordinate with local utility providers to provide public education energy conservation programs.

COS-6.4 Local and State Programs

The City shall participate to the extent feasible in local, regional and state programs that strive to reduce the consumption of natural or man-made energy sources.

COS-6.5 Promote Renewable Energy Industry Clusters

The City shall promote development of and capital investment in renewable energy, including biofuels, as an emerging industry cluster.

COS-6.6 Solar Energy

The City shall work with developers to encourage the incorporation of passive and active solar devices such as solar collectors, solar cells, and solar heating systems into the design of local buildings. Additionally, the City shall work with developers to ensure that building and site design take into account the solar orientation of buildings during design and construction.

4.7 Global Warming

COS-7

Monitor and support the efforts of the California Air Resources Board to formulate global warming mitigation strategies that may be implemented by local government.

COS-7.1 Air Pollution Control Technology

The City shall utilize the Best Available Control Measures (BACM) and Reasonably Available Control Measures (RACM) as adopted by the City to maintain healthful air quality and high visibility standards. These measures shall be applied to new development approvals and permit modifications as appropriate.

COS-7.2 Air Quality Land Use Compatibility

The City shall consider industrial or other developments which are likely to cause undesirable air pollution with regard to wind direction and circulation in an effort to alleviate effects upon sensitive receptors.

COS-7.3 CEQA Compliance

The City shall ensure that air quality impacts identified during the CEQA review process are fairly and consistently mitigated.

COS-7.4 Compact Development

The City shall actively support the development of compact mixed-use projects that reduce travel distances.

COS-7.5 Cooperation with Other Agencies

The City shall cooperate with other local, regional, federal, and State agencies in developing and implementing air quality plans to achieve State and Federal Ambient Air Quality Standards. The City shall partner with the SJVAPCD, Tulare County Association of Governments (TCAG), and the State Air Pollution Control Board to achieve better air quality conditions locally and regionally.

COS-7.6 Cumulative Air Quality Impacts

The City shall require developments to be located, designed, and constructed in a manner that would minimize cumulative air quality impacts. Developers shall be required to present alternatives

that reduce air emissions and enhance, rather than harm, the environment.

COS-7.7 Dust Suppression Measures

The City shall require developers to implement dust suppression measures during excavation, grading, and site preparation activities. Techniques may include, but are not limited to, the following:

- Site watering or application of dust suppressants,
- Phasing or extension of grading operations,
- Covering of stockpiles,
- Suspension of grading activities during high wind periods (typically winds greater than 25 miles per hour), and
- Re-vegetation of graded areas.

COS-7.8 Indirect Source Review

The City shall require major development projects, as defined by the SJVAPCD, to mitigate air quality impacts associated with the project. As feasible the City shall work with SJVAPCD to determine mitigations that may include, but are not limited to the following:

- Providing bicycle access and parking facilities,
- Increasing density,
- Encouraging mixed use developments,
- Providing walkable and pedestrian-oriented neighborhoods,
- Providing increased access to public transportation,
- Providing preferential parking for high-occupancy vehicles, car pools, or alternative fuels vehicles, and
- Establishing telecommuting programs or satellite work centers.

COS-7.9 Landscape

The City shall encourage the use of ecologically based landscape design principles that can improve local air quality by absorbing carbon dioxide, producing oxygen, and filtering particulates. These principles include, but are not limited to, the incorporation of parks, landscaped medians, and landscaping within development.

COS-7.10 Mixed Land Uses

The City shall encourage the mixing of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

COS-7.11 Paving or Treatment of Roadways for Reduced Air Emissions

The City shall require that all new roads be paved or treated to reduce dust generation where feasible. For new projects with unpaved roads, funding for roadway maintenance shall be adequately addressed and secured.

COS-7.12 Prevent Incompatible Uses

The City shall discourage the intrusion into existing urban areas of new incompatible land uses that produce significant noise, odors, or fumes.

COS-7.13 Purchase of Low Emission/ Alternative Fuel Vehicles

The City shall encourage City departments to replace existing vehicles with low emission/ alternative fuel vehicles as appropriate.

COS-7.14 Ridesharing

The City shall continue to encourage ridesharing programs such as employer-based rideshare programs.

COS-7.15 Support Statewide Global Warming Solutions

The City shall monitor and support the efforts of the California Air Resources Board, under AB 32, to formulate mitigation strategies, if any, that may be implemented by local government, and further require the City to ultimately consider any such strategies once they become available. If the City Council, after seeking public input on the subject, chooses to implement any such measures it considers to be feasible and desirable, the City's

commitment may take the form of a new ordinance, resolution, or other type of policy document.

COS-7.16 Transportation and Air Quality

When developing the regional transportation system, the City shall work with TCAG to comprehensively study methods of transportation which may contribute to a reduction in air pollution in the City of Tulare. Some possible alternatives that should be studied are:

- Public transportation such as buses and light rail, to serve between communities of the valley, publicly subsidized if feasible.
- Intermodal public transit such as buses provided with bicycle racks, bicycle parking at bus stations, and park and ride facilities.
- Community bus or other public transportation systems, such as cycling or walking trails, with particular attention to high-density areas.

COS-7.17 Wood Burning Devices

The City shall require the use of natural gas or the installation of low-emission, EPA-certified fireplace inserts in all open hearth fireplaces in new homes as required under the SJVAPCD Rule 4901. The City shall promote the use of natural gas over wood products in space heating devices and fireplaces in all existing and new homes.

COS-7.18 Greenhouse Gas Emissions Reduction Plan

The City will develop a Greenhouse Gas Emissions Reduction Plan (Plan) that identifies greenhouse gas emissions within the City as well as ways to reduce those emissions. The Plan will parallel the requirements adopted by the California Air Resources Board specific to this issue. Specifically, the City will work with the Tulare County Association of Governments and other appropriate jurisdictions in Tulare County to include the following key items in the Plan:

- Inventory all known, or reasonably discoverable, sources of greenhouse gases in the City,
- Inventory the greenhouse gas emissions level in 1990, the current level, and that projected for the year 2020, and
- Set a target for the reduction of emissions attributable to the City's discretionary land use decisions and its own internal government operations.

COS-7.19 Greenhouse Gas Emissions Reduction

The City should reduce greenhouse gas emissions from City operations, as well as from private development in compliance with the California Global Warming Act of 2006 and any applicable State regulations.

4.8 Mineral Resources

COS-8

To protect the current and future extraction of mineral resources that are important to the City's economy while minimizing impacts of this use on the public and the environment.

COS-8.1 Compatibility

Develop mineral deposits in a manner compatible with surrounding land uses.

COS-8.2 Conserve Mineral Deposits

Emphasize the conservation of identified and/or potential mineral deposits, recognizing the need for identifying, permitting, and maintaining a 50-year supply of locally available Portland cement.

COS-8.3 Future Resource Development

Provide for the conservation of identified and/or potential mineral deposits within the Planning Area as areas for future resource development.

COS-8.4 Identify New Resources

Encourage exploration, evaluation, identification, and development of previously unrecognized but

potentially significant hard rock resources for production of crushed stone aggregate.

COS-8.5 Incompatible Development

Proposed incompatible land uses shall not be on lands containing, or adjacent to, identified mineral deposits or along key access roads, unless adequate mitigation measures are adopted or a statement of overriding considerations stating public benefits and overriding reasons for permitting the proposed use are adopted.

COS-8.6 Limited In-City Mining

Within the Urban Development Boundary (UDB), new commercial mining operations should be limited due to environmental and compatibility concerns.

COS-8.7 Minimize Adverse Impacts

Minimize the adverse effects on environmental features such as water quality and quantity, air quality, flood plains, geophysical characteristics, biotic, archaeological and aesthetic factors.

COS-8.8 Minimize Hazards and Nuisances

Minimize the hazards and nuisances to persons and properties in the area during extraction, processing, and reclamation operations.

COS-8.9 Recognize Mineral Deposits

Recognize as a part of the General Plan those areas which have identified and/or potential mineral deposits.

COS-8.10 Resources Development

The City will promote the responsible development of identified and/or potential mineral deposits.

COS-8.11 SMARA Requirements

All surface mines, unless otherwise exempted, shall be subject to reclamation plans that meet SMARA requirements. Reclamation procedures shall restore the site for future beneficial use of the land. Mine reclamation costs shall be borne by the mine operator, and guaranteed by financial assurances set aside for restoration procedures.

4.9 Implementation Measures

The following table documents the implementation measures included with the General Plan to implement the goals and policies included in this element.

Implementation	Implements Which Policy	Who is Responsible	Timeframe			
			2008-2010	2010-2015	2015-2030	Ongoing
COS-1. The City shall identify and protect local aquifers and water recharge areas, in cooperation with Tulare County.	COS-1.1	Public Works	■			
COS-2. The City shall develop and periodically update a groundwater management plan to protect local aquifers.	COS-1.1	Public Works				■
COS-3. The City shall participate in coordinated regional and statewide groundwater monitoring and planning programs.	COS-1.1 COS-1.6	Public Works				■
COS-4. The City shall develop groundwater monitoring partnerships with local groundwater users and stakeholders.	COS-1.1 COS-1.6	Public Works				■
COS-5. The City will investigate future changes to the zoning ordinance that promote maintaining some groundwater recharge with urban development. Regulations may include, but are not limited to, the limitation of structural coverage and impervious surfaces and prohibition of uses with the potential to discharge harmful pollutants, increase erosion, or create other impacts degrading water quality.	COS-1.2	Development Services	■			
COS-6. The City shall establish a land trust and establish a memorandum of understanding (MOU) with an existing organization for protecting open space lands, specifically the Elk Bayou, for preservation of natural habitat and permanent open space and natural parks.	COS-1.3	Development Services	■			■

Implementation	Implements Which Policy	Who is Responsible	Timeframe			
			2008-2010	2010-2015	2015-2030	Ongoing
COS-7. The City shall adopt specific criteria for the protection of natural and cultural resources as part of the City's environmental review process.	COS-2.1 COS-2.2	Development Services	■			
COS-8. When reviewing development proposals, the City shall encourage cluster development in areas with moderate to high potential for sensitive habitat.	COS-2.2	Development Services				■
COS-9. The City shall require new development to implement measures that minimize soil erosion from wind and water related to construction. Measures may include, but not be limited to the following: Grading requirements that limit grading to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities, or other intended uses; and/or Construction techniques that utilize site preparation, grading, and best management practices that provide erosion and sediment control to prevent construction-related contaminants from leaving development sites and polluting local waterways.	COS 2.2	Public Works				■
COS-10. The City shall adopt a tree preservation ordinance to protect healthy historic trees from removal.	COS-2.7 COS-6.2	Development Services Recreation Parks Library	■			
COS-11. The City shall improve the appearance of Zumwalt Park through the incorporation of additional landscaping, restoration of facilities, etc.	COS-4.5	Recreation Parks Library	■			

Implementation	Implements Which Policy	Who is Responsible	Timeframe			
			2008- 2010	2010- 2015	2015- 2030	Ongoing
COS-12. The City shall adopt and maintain standards for monitoring of mitigation measures established for protection of archaeological resources prior to development.	COS-5.1 COS-5.2	Development Services	■			■
COS-13. The City shall prepare a historical resources inventory and use State and Federal standards in evaluating historical resources for their significance.	COS-5.3 COS-5.4 COS-5.5 COS-5.6	Development Services	■			
COS-14. The City shall continue to apply its Historic Site and Historic Neighborhood Combining District zone as a means to preserving, protecting, and encouraging the restoration of identified historical sites and neighborhoods.	LU-13.13	Development Services				■

RESOLUTION NO. 174

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SAN JOAQUIN, CALIFORNIA, TO APPROVE THE ADJUSTMENT OF THE STATE ROUTE 99 RIGHT-OF-WAY MAPS.

WHEREAS, the Board of Supervisors of the County of San Joaquin, California, has the honor to acknowledge the receipt of the State Route 99 Right-Of-Way Maps, as submitted by the State of California, and

WHEREAS, the Board of Supervisors of the County of San Joaquin, California, has the honor to acknowledge the receipt of the State Route 99 Right-Of-Way Maps, as submitted by the State of California, and

WHEREAS, the Board of Supervisors of the County of San Joaquin, California, has the honor to acknowledge the receipt of the State Route 99 Right-Of-Way Maps, as submitted by the State of California, and

Appendix A

State Route 99 ROW Maps

WHEREAS, the Board of Supervisors of the County of San Joaquin, California, has the honor to acknowledge the receipt of the State Route 99 Right-Of-Way Maps, as submitted by the State of California, and

WHEREAS, the Board of Supervisors of the County of San Joaquin, California, has the honor to acknowledge the receipt of the State Route 99 Right-Of-Way Maps, as submitted by the State of California, and

WHEREAS, the Board of Supervisors of the County of San Joaquin, California, has the honor to acknowledge the receipt of the State Route 99 Right-Of-Way Maps, as submitted by the State of California, and

[Signature]
County Clerk

ATTEST:
COUNTY OF SAN JOAQUIN
COUNTY CLERK
CITY OF TULARE

I, _____, County Clerk of the County of San Joaquin, California, do hereby certify that the foregoing is a true and correct copy of the Resolution of the Board of Supervisors of the County of San Joaquin, California, as adopted and passed by the Board of Supervisors of the County of San Joaquin, California, on the _____ day of _____, 2004.

Witness my hand and the seal of the County of San Joaquin, California, at the City of Tulare, California, on the _____ day of _____, 2004.



RESOLUTION 08- 76

A RESOLUTION OF THE COUNCIL OF THE CITY OF TULARE
INCORPORATING STATE ROUTE RIGHT OF WAY MAPS AS
APPENDIX "A" OF THE TULARE CIRCULATION ELEMENT

WHEREAS, the Council of the City of Tulare at a regular meeting held on September 2, 2008 to consider incorporating ST. RT. 99 ROW maps as part of the Tulare circulation element; and,

WHEREAS, the Council of the City of Tulare has determined that the proposed amendment is in the public interest; and,

WHEREAS, the Council of the City of Tulare has determined that the proposed amendment is consistent and compatible with the general plan and implementation programs which may be affected; and,

WHEREAS, the Council of the City of Tulare determined that the proposed inclusion have been adequately assessed in the Tulare General Plan EIR and been determined not to be detrimental to public health, safety, or welfare; and,

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Tulare hereby incorporates ST. RT. 99 right of way maps on file with the City Clerk as part of the Tulare circulation element.

PASSED, APPROVED AND ADOPTED on the 2nd day of September, 2008

[Signature]

President of the Council and Ex-Officio
Mayor of the City of Tulare

ATTEST:

STATE OF CALIFORNIA)
COUNTY OF TULARE) ss.
CITY OF TULARE)

I, Darrel L. Pyle, City Clerk of the City of Tulare, certify the foregoing is the full and true Resolution 08- 76 passed and adopted by the Council of the City of Tulare at a regular meeting held on September 2, 2008, by the following vote:

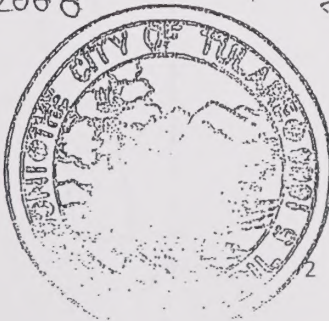
Aye(s) Phil Vandegrift, Carlton Jones, Richard Ortega, Craig Rejvoda

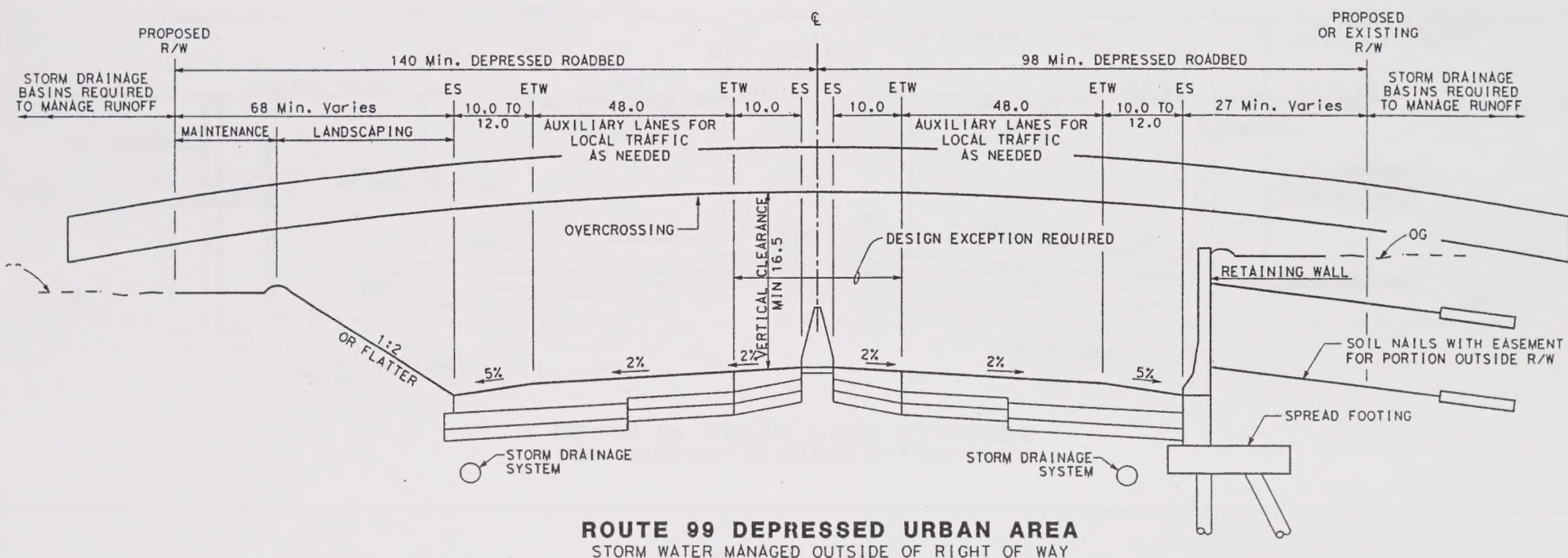
Noe(s) N/A Abstention(s) David Madero
absent

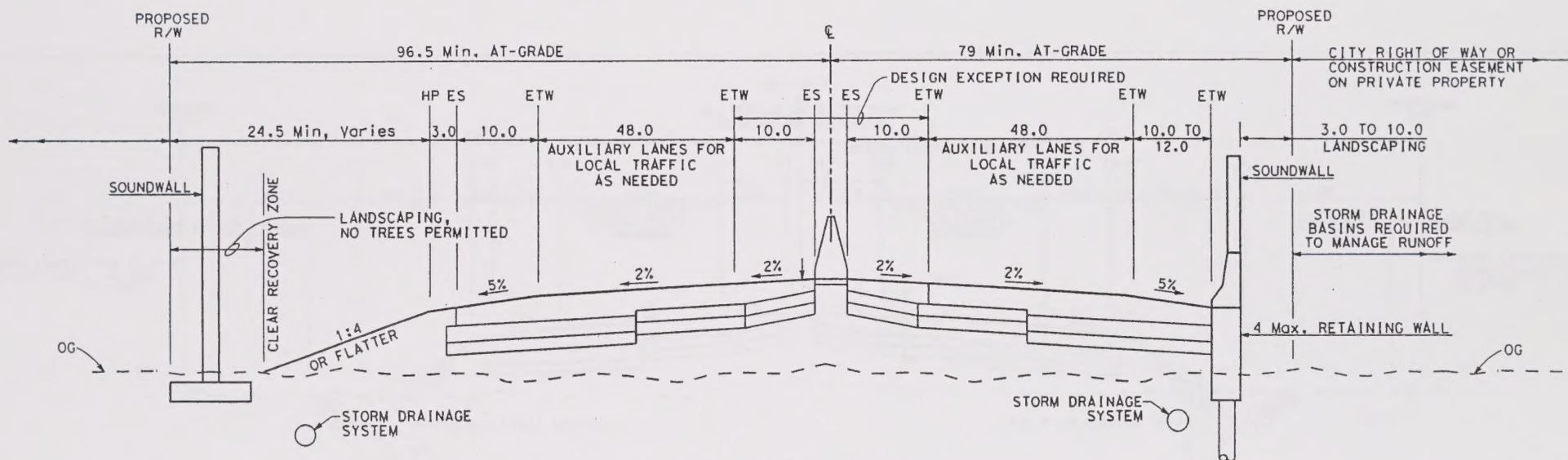
Dated: Sept. 2, 2008

DARREL L. PYLE, CITY CLERK

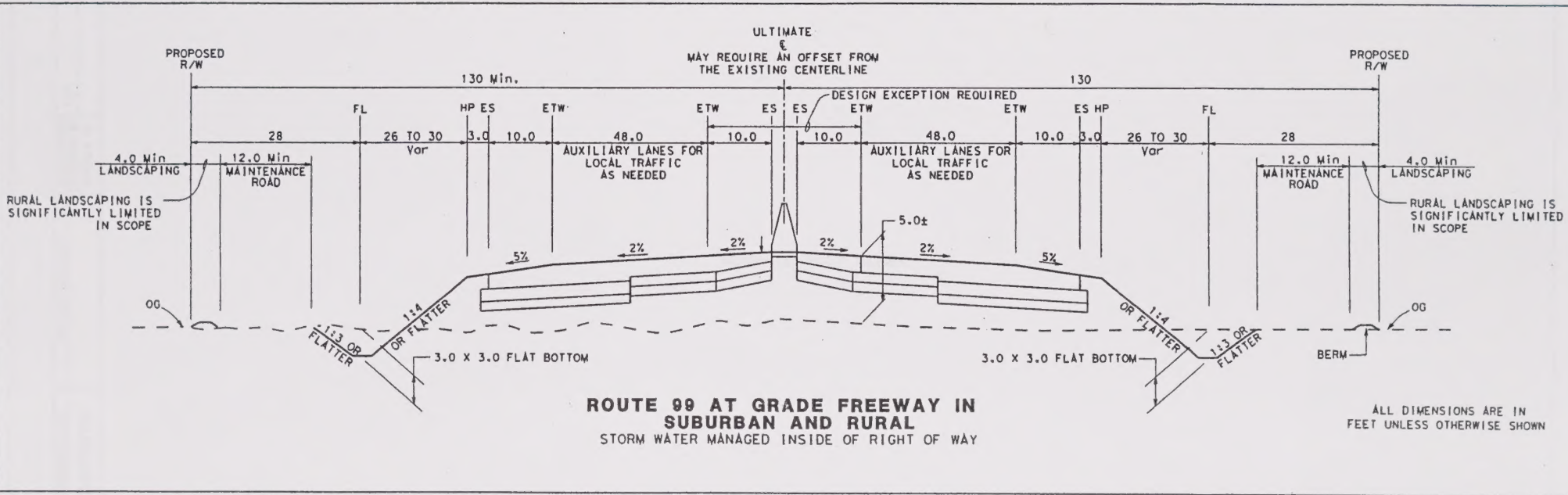
By *[Signature]* Roxanne Yoder, Chief Deputy







ROUTE 99 URBAN AREA AT-GRADE
STORM WATER MANAGED OUTSIDE OF RIGHT OF WAY



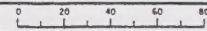
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							DATE REVISED

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FOR PLANNING AND
STUDY PURPOSES

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CITY OF TULARE
PM XX.X TO PM XX.XX
SHEET L-1

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IS IN MILLIMETERS



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PROJECT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



PLANNING DIVISION

PROJECT ENGINEER

CALCULATED/
DESIGNED BY

CHECKED BY

DATE

REVISED BY

DATE REVISED

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FOR PLANNING AND
STUDY PURPOSES

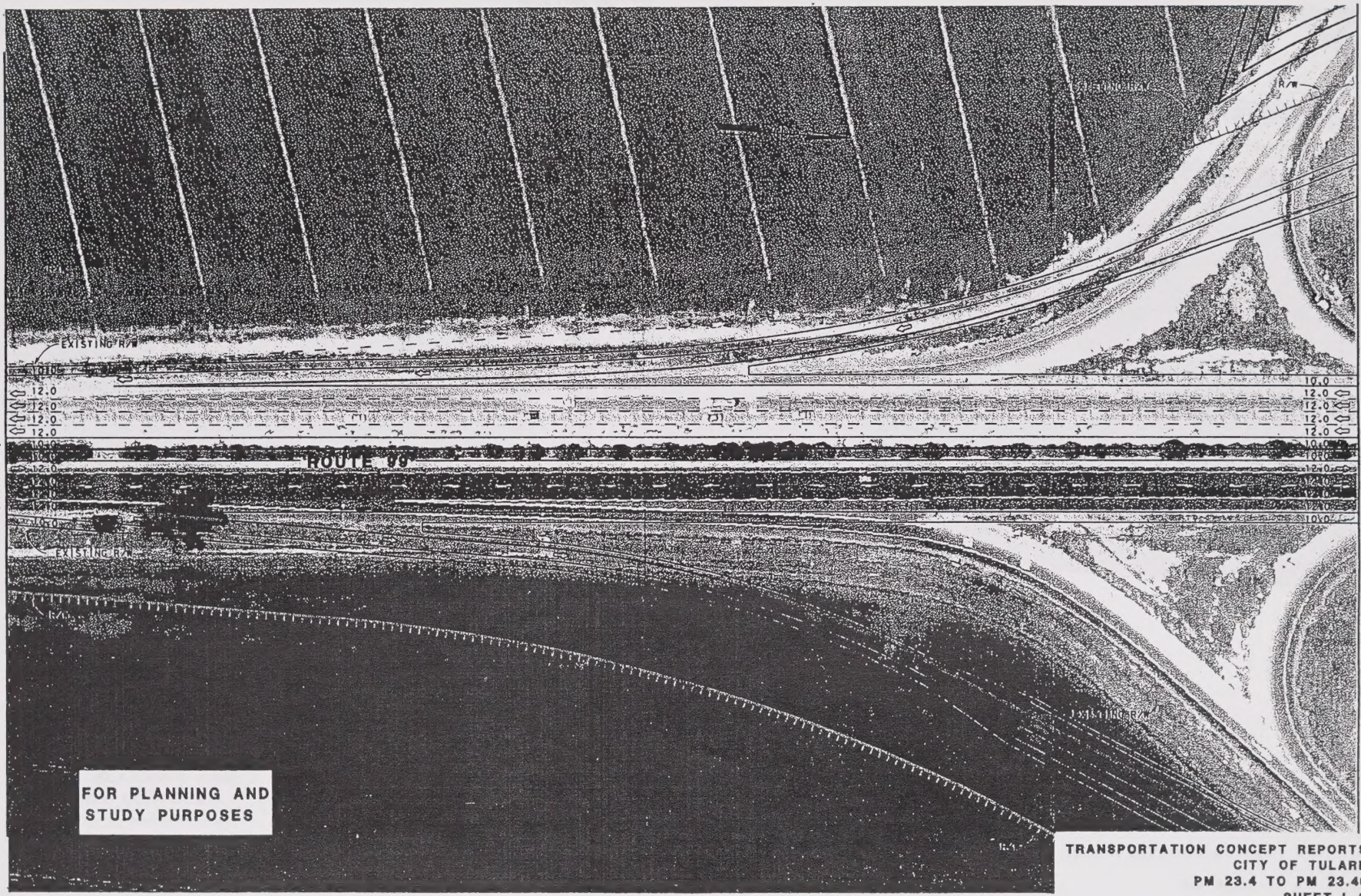
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CITY OF TULARE
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SHEET L-3

MATCH LINE, SHEET L-5

MATCH LINE, SHEET L-1



FOR PLANNING AND
STUDY PURPOSES

MATCH LINE, SHEET L-3

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 23.4 TO PM 23.46
SHEET L-2

RELATIVE BORDER SCALE
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#PROJECT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PLANNING DIVISION

PROJECT ENGINEER

CALCULATED/
DESIGNED BY
CHECKED BY

SJM

DATE REVISED BY

DATE REVISED

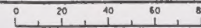
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FOR PLANNING AND
STUDY PURPOSES

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PM 23.42 TO PM 23.65
SHEET L-3A

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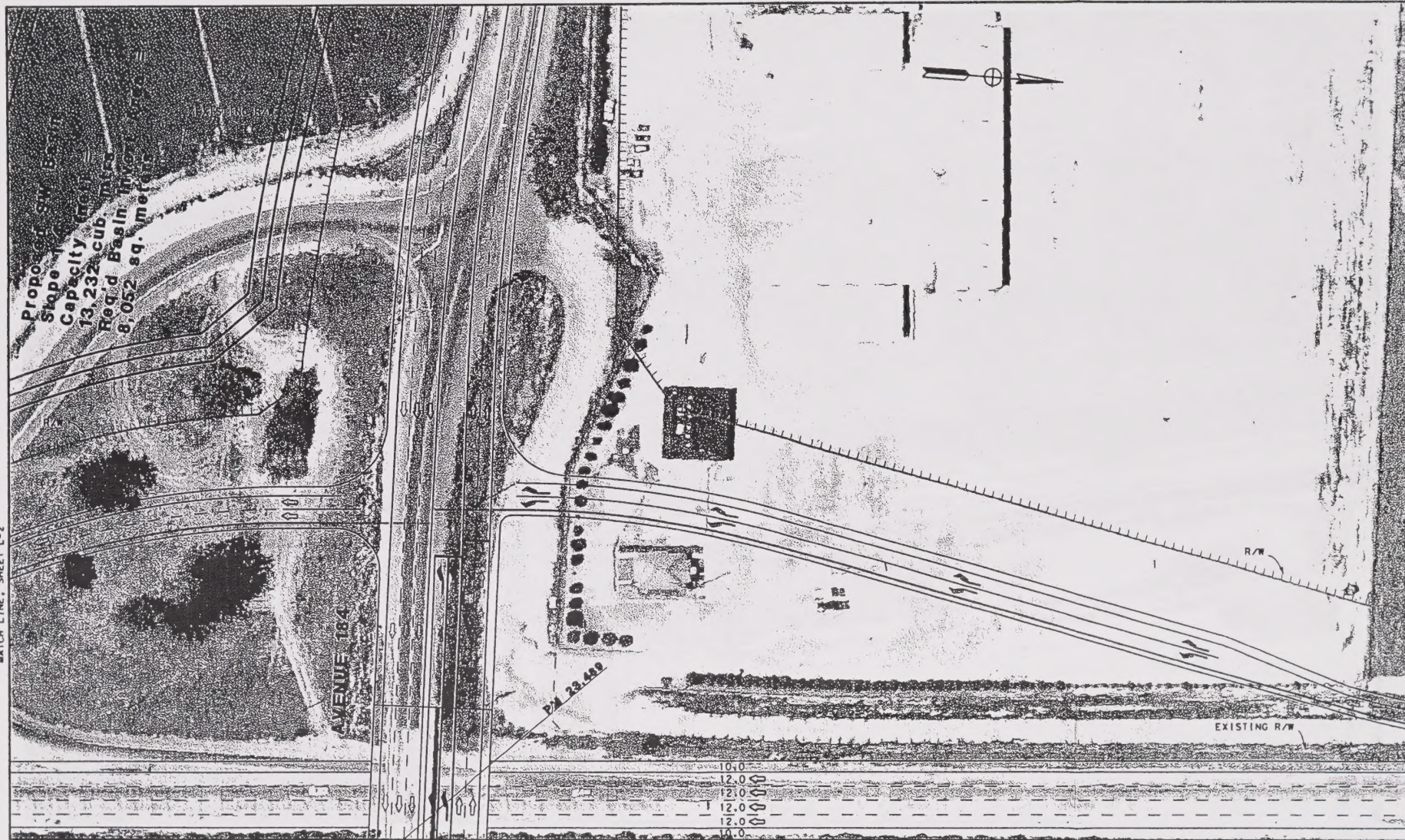
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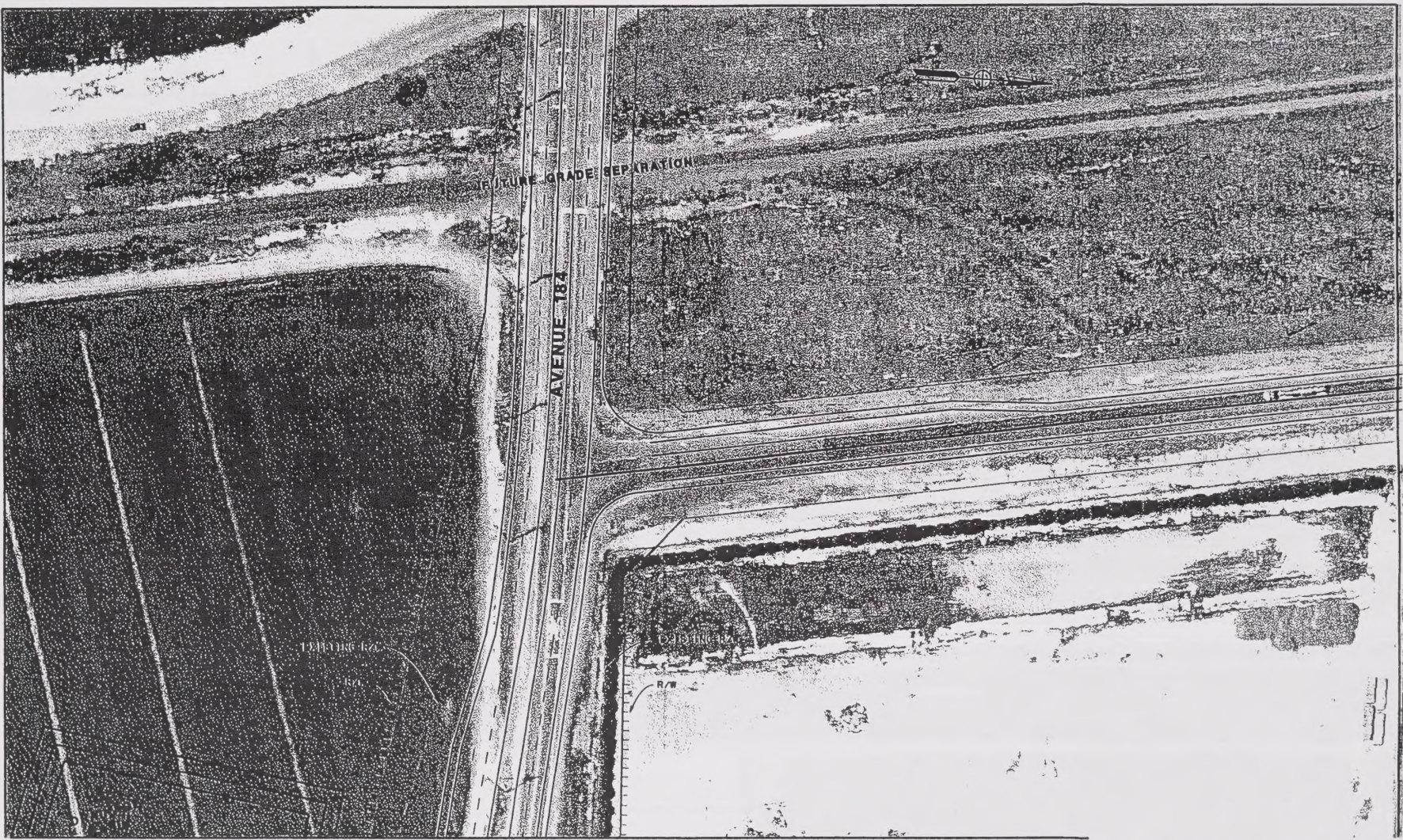
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FOR PLANNING AND
STUDY PURPOSES

MATCH LINE, SHEET L-3

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 CITY OF TULARE
 PM 23.42 TO PM 23.65
 SHEET L-4

MATCH LINE, SHEET L-5



FOR PLANNING AND
STUDY PURPOSES

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PM 23.42 TO PM 23.65
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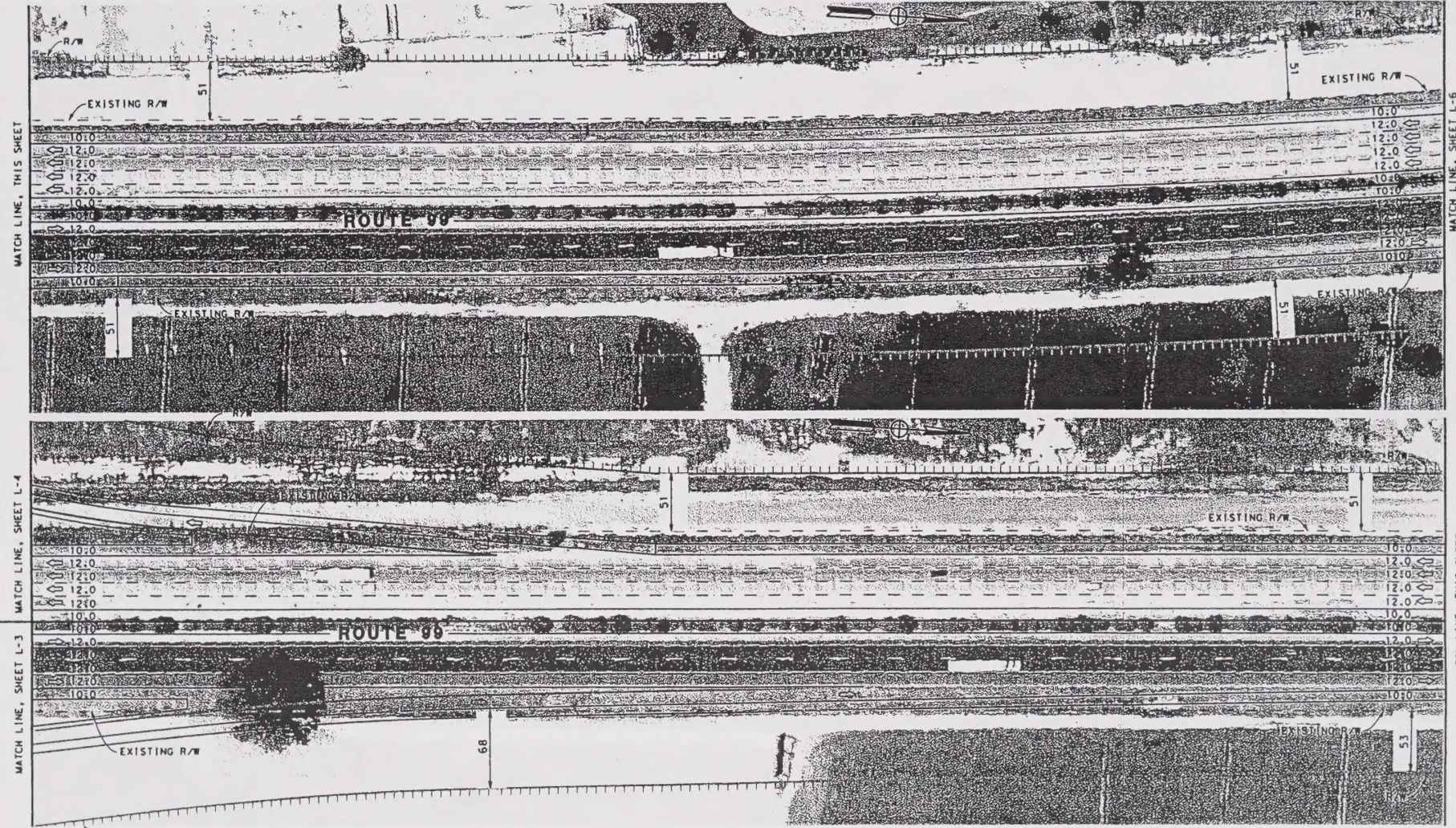
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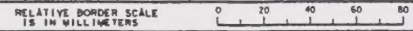
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FOR PLANNING AND
STUDY PURPOSES

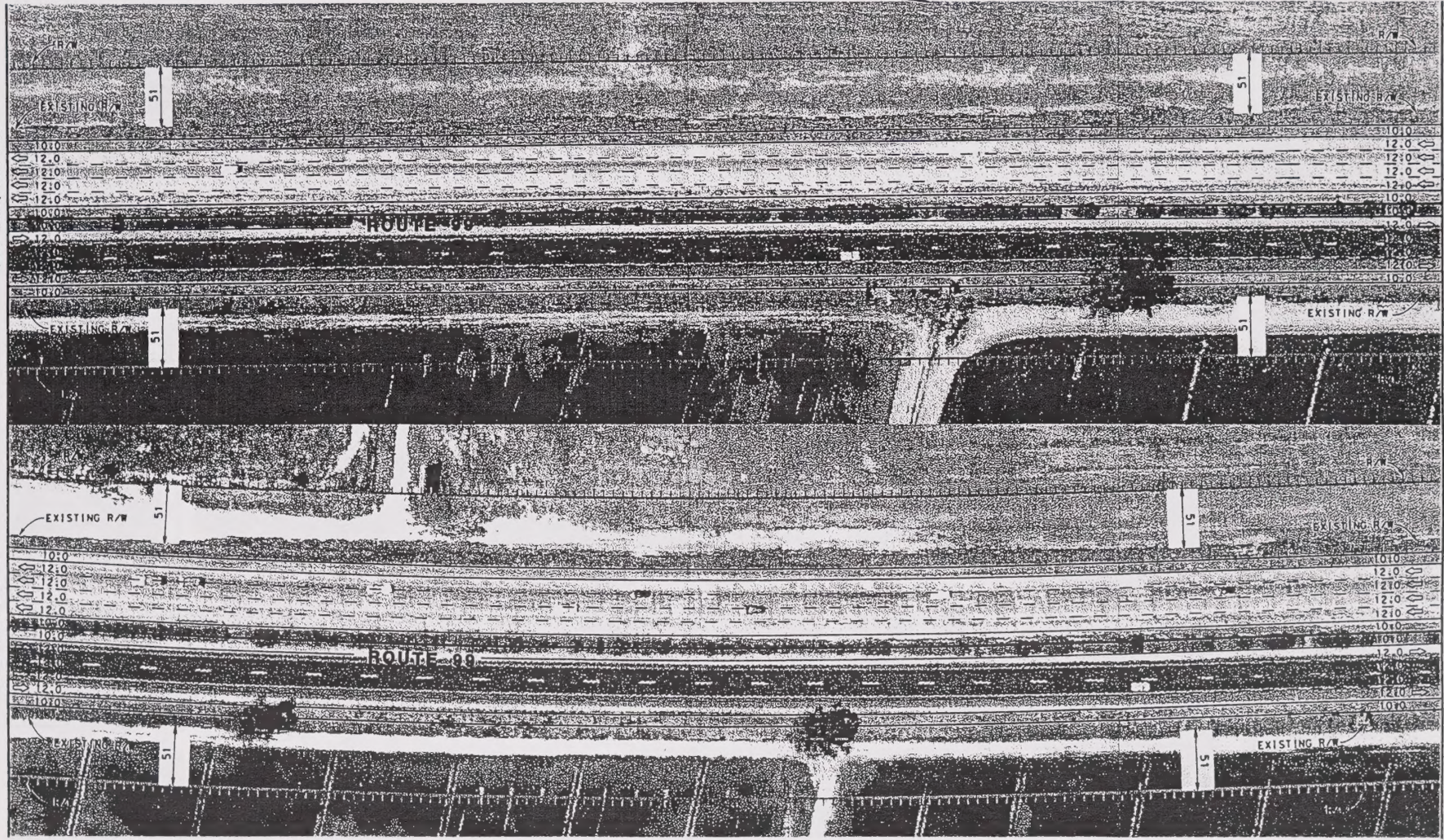
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CITY OF TULARE
PM 23.65 TO PM 24.12
SHEET L-5



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MATCH LINE, SHEET L-5



MATCH LINE, SHEET L-7

MATCH LINE, THIS SHEET

FOR PLANNING AND
STUDY PURPOSES

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 24.12 TO PM 24.59
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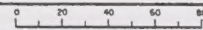
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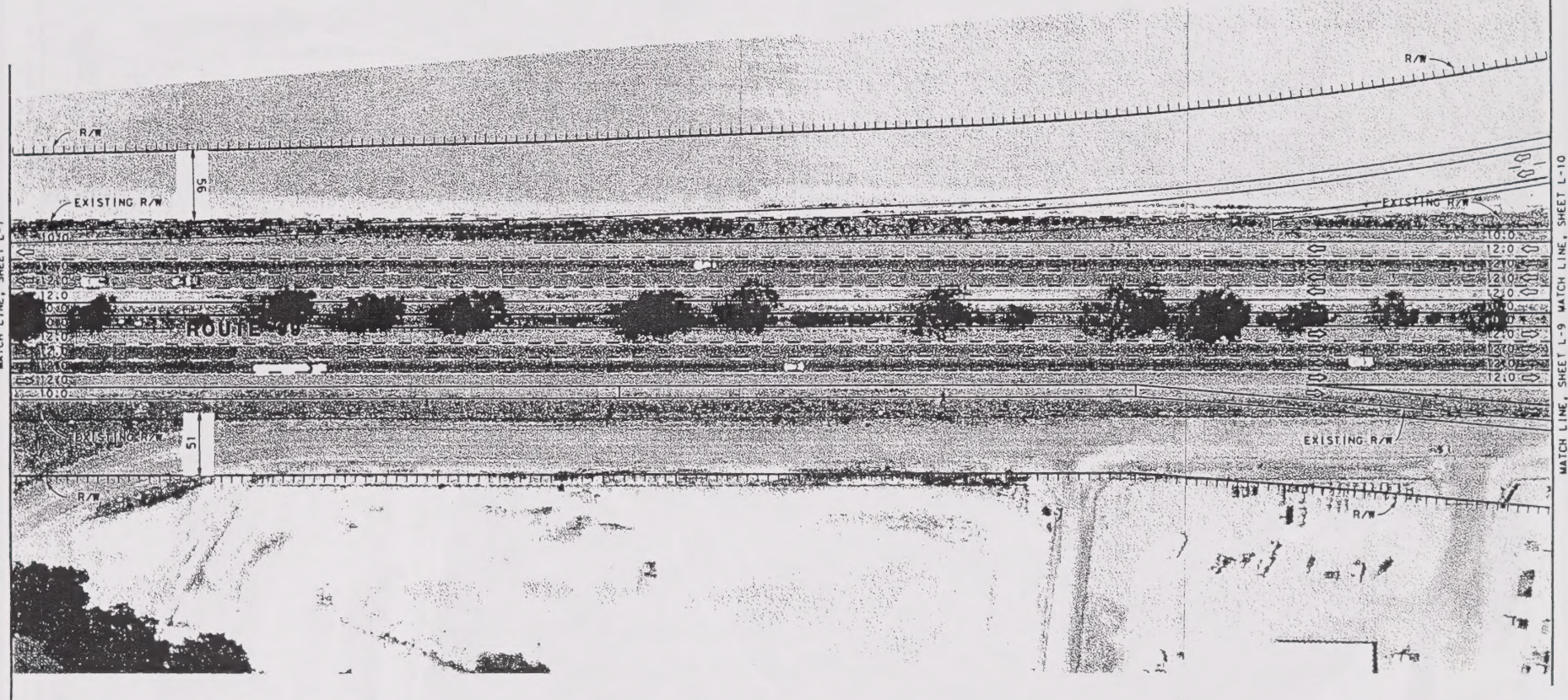
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TIME	PLOTTED	BY	TIME
00-00-00			

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FOR PLANNING AND
STUDY PURPOSES



MATCH LINE, SHEET L-9 MATCH LINE, SHEET L-10

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 25.06 TO PM 25.30
SHEET L-8

#PROJECT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PLANNING DIVISION

PROJECT ENGINEER

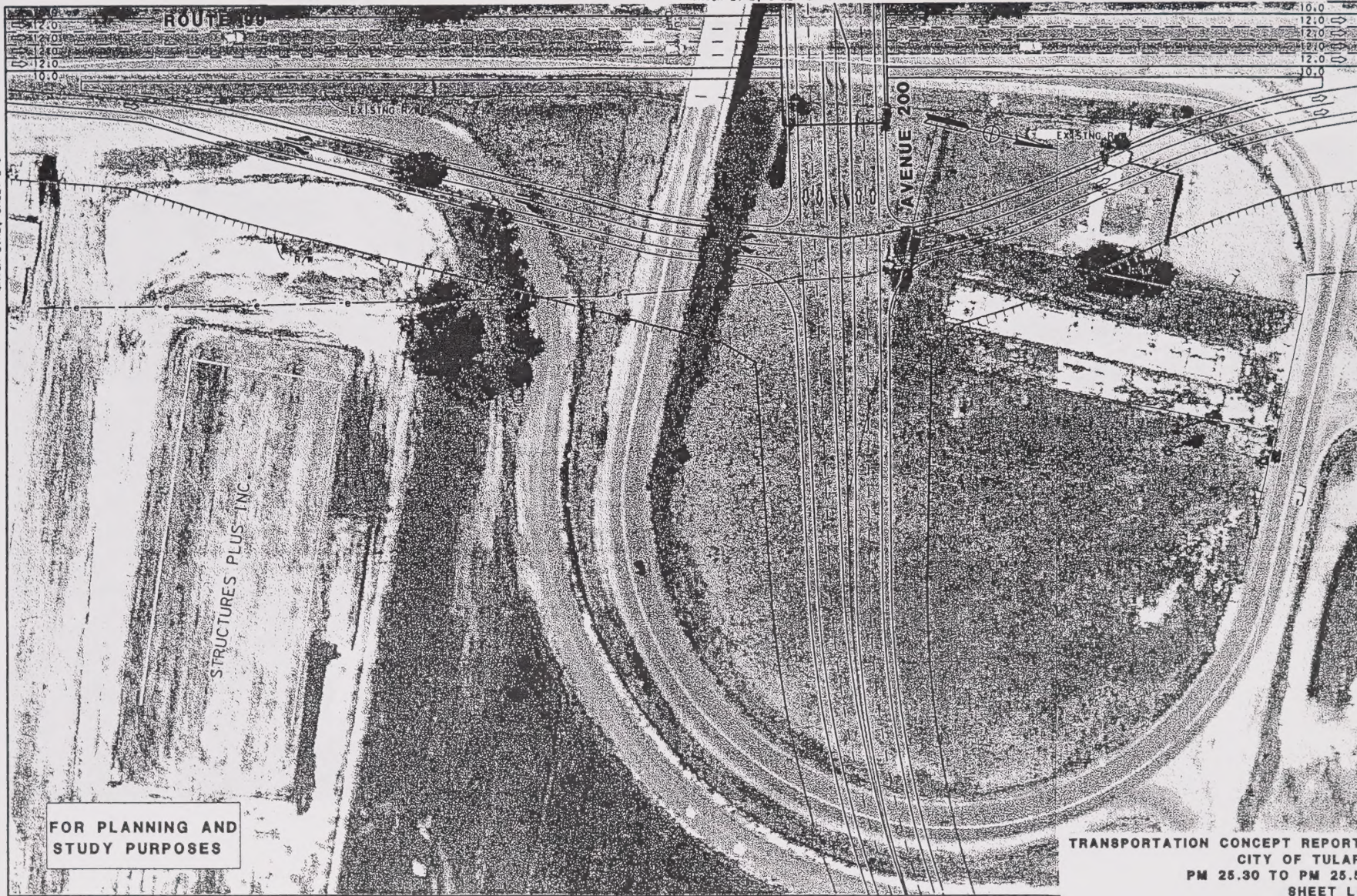
CALCULATED/
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SUM

DATE REVISED BY

DATE REVISED BY

MATCH LINE, SHEET L-8



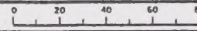
FOR PLANNING AND
STUDY PURPOSES

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MATCH LINE, SHEET L-11

RELATIVE BORDER SCALE
IS IN MILLIMETERS



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TRANSPORTATION CONCEPT REPORTS
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PROJECT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PLANNING DIVISION

PROJECT ENGINEER

CALCULATED/
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MATCH LINE, SHEET L-9



MATCH LINE, SHEET L-9B

FOR PLANNING AND
STUDY PURPOSESTRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
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SHEET L-9ARELATIVE BORDER SCALE
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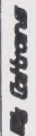
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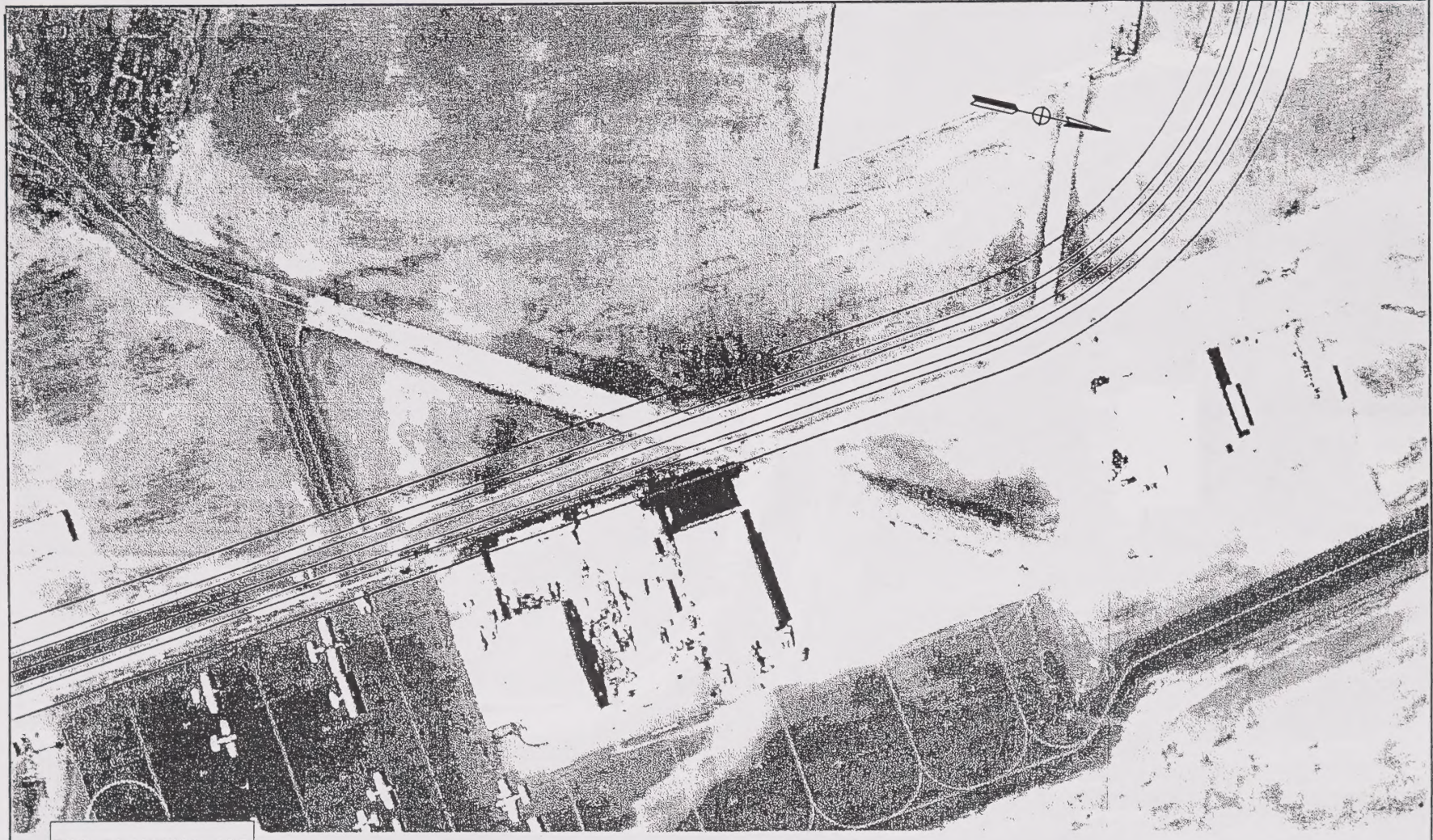
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	 PLANNING DIVISION		CHECKED BY			DATE REVISED

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MATCH LINE, SHEET L-12



FOR PLANNING AND
STUDY PURPOSES

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 25.30 TO PM 25.54
SHEET L-9B

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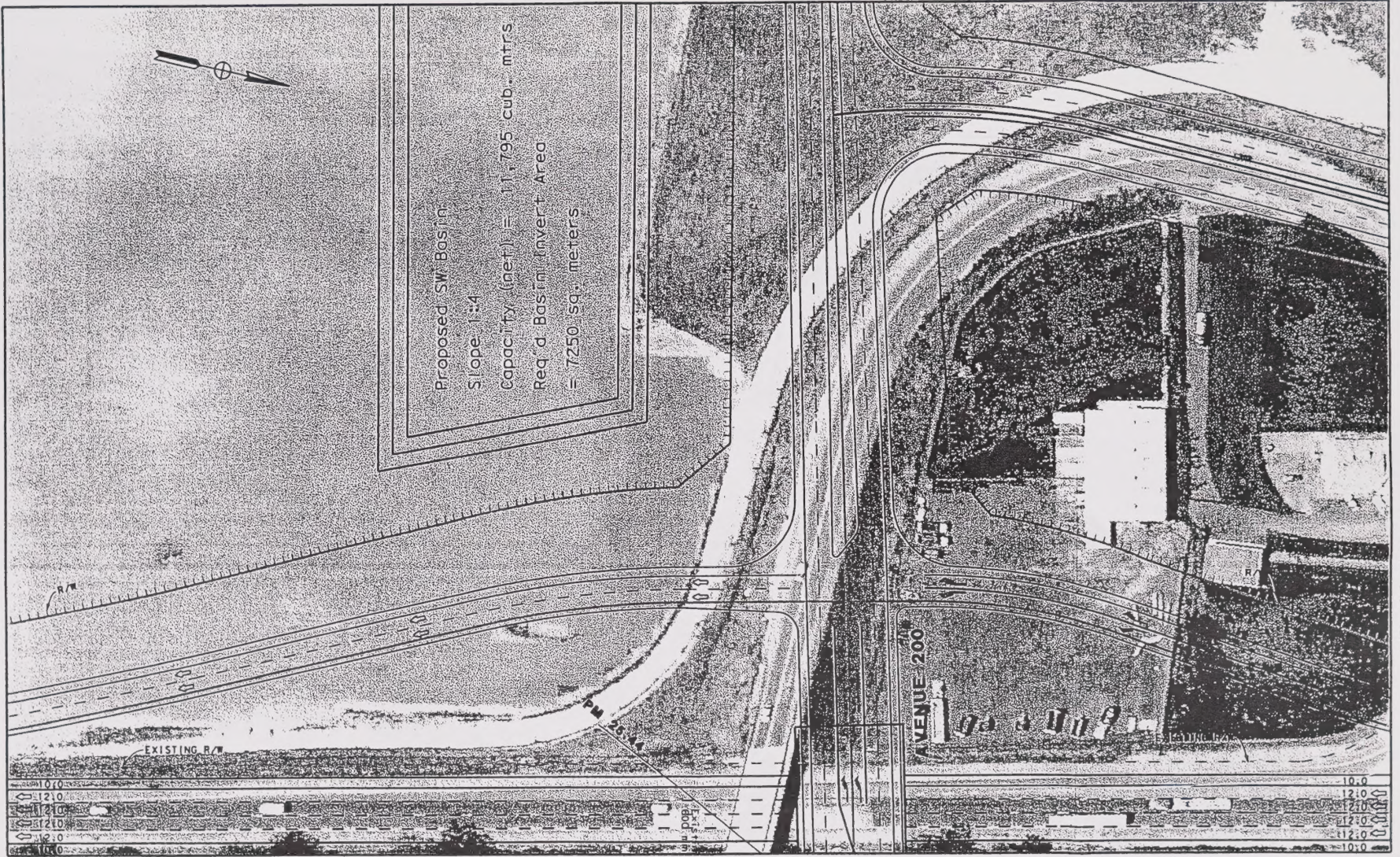
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FOR PLANNING AND
 STUDY PURPOSES

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TRANSPORTATION CONCEPT REPORTS
 CITY OF TULARE
 PM 25.30 TO PM 25.54
 SHEET L-10

RELATIVE BORDER SCALE
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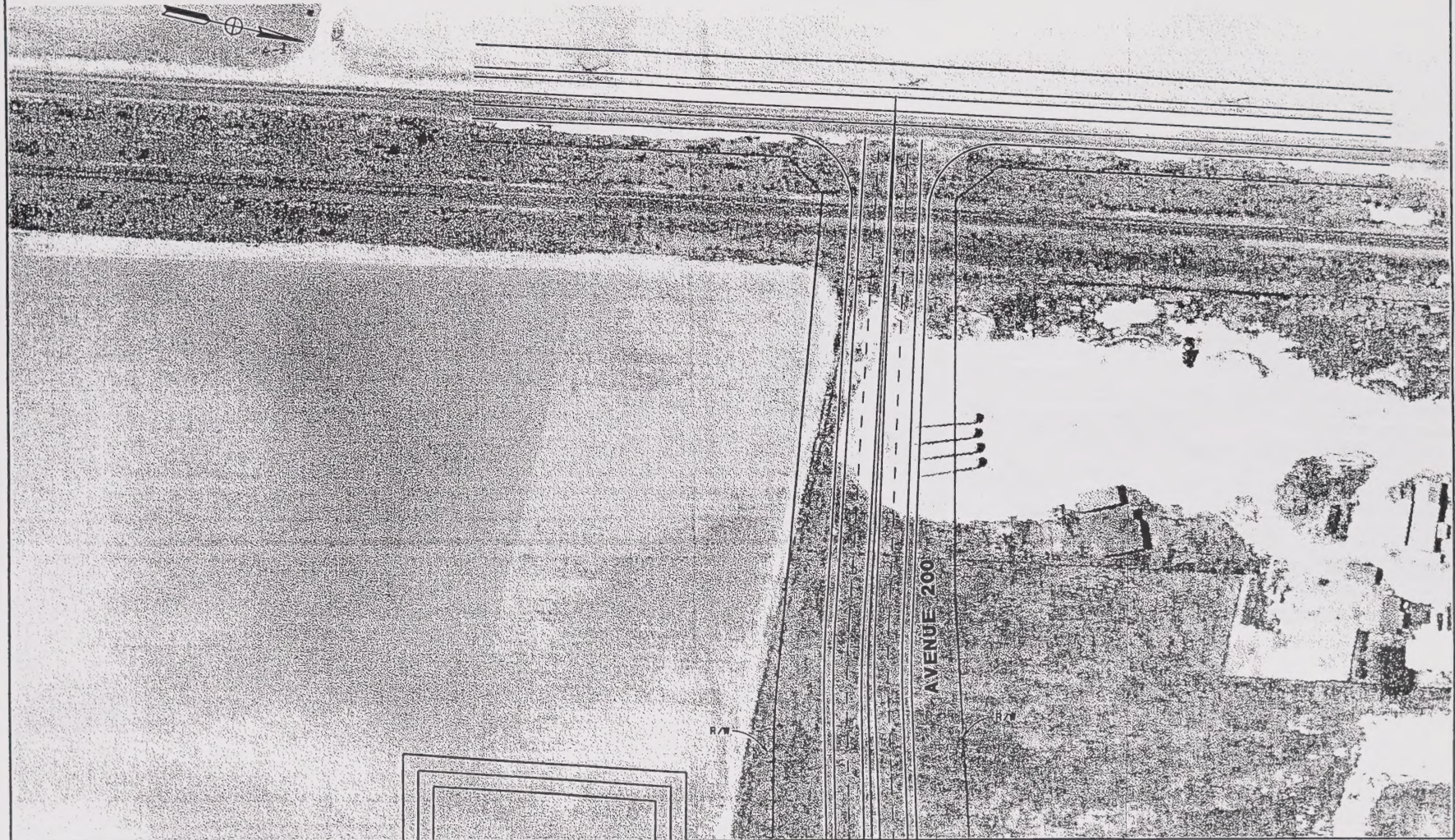
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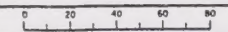


FOR PLANNING AND
STUDY PURPOSES

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PM 25.30 TO PM 25.54
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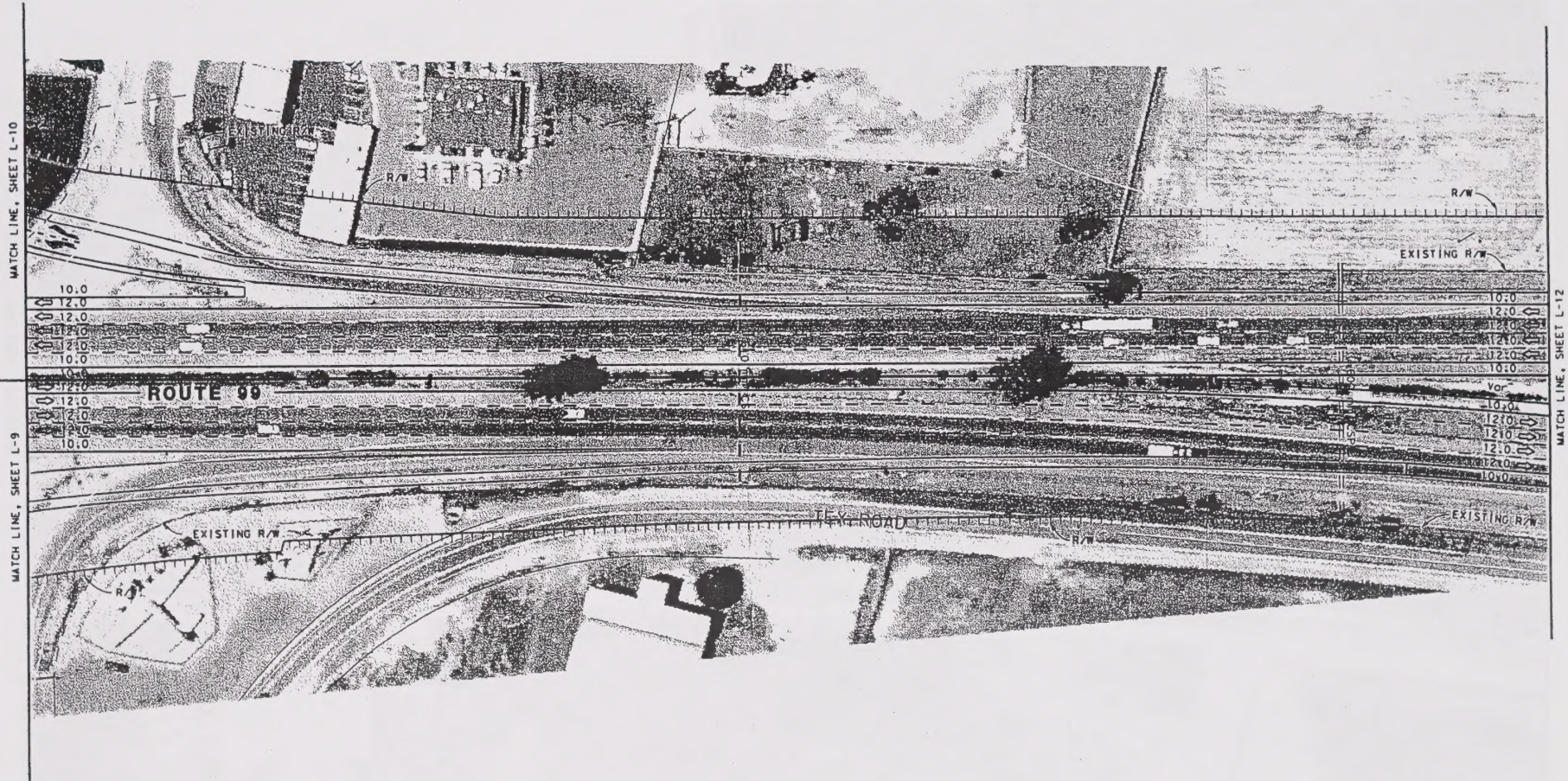


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FOR PLANNING AND
STUDY PURPOSES

TRANSPORTATION CONCEPT REPORT
CITY OF TULARE
PM 25.54 TO PM 25.78
SHEET L-11

RELATIVE BORDER SCALE
15 IN MILLIMETERS

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DCM FILE => PREQUEST

CU 00000 EA 000000

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PLANNING DIVISION							

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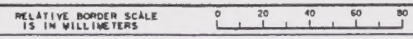


FOR PLANNING AND
STUDY PURPOSES

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TRANSPORTATION CONCEPT REPORT
CITY OF TULARE
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SHEET L-12

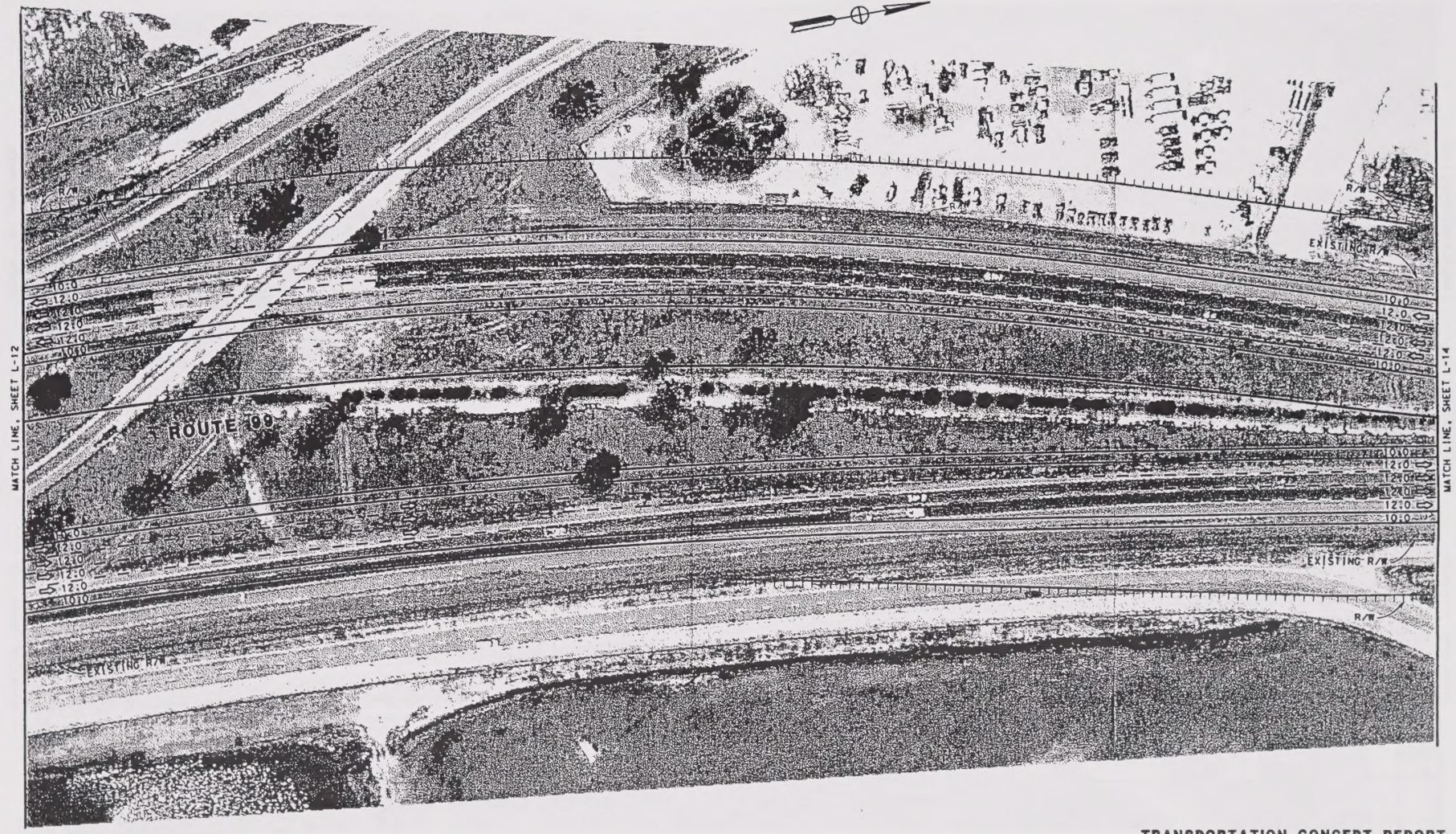


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FOR PLANNING AND
STUDY PURPOSES

TRANSPORTATION CONCEPT REPORT
CITY OF TULARE
PM 26.02 TO PM 28.25
SHEET L-13

RELATIVE BORDER SCALE
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CU 00000 EA 000000

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REQUEST

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PLANNING DIVISION

PROJECT ENGINEER

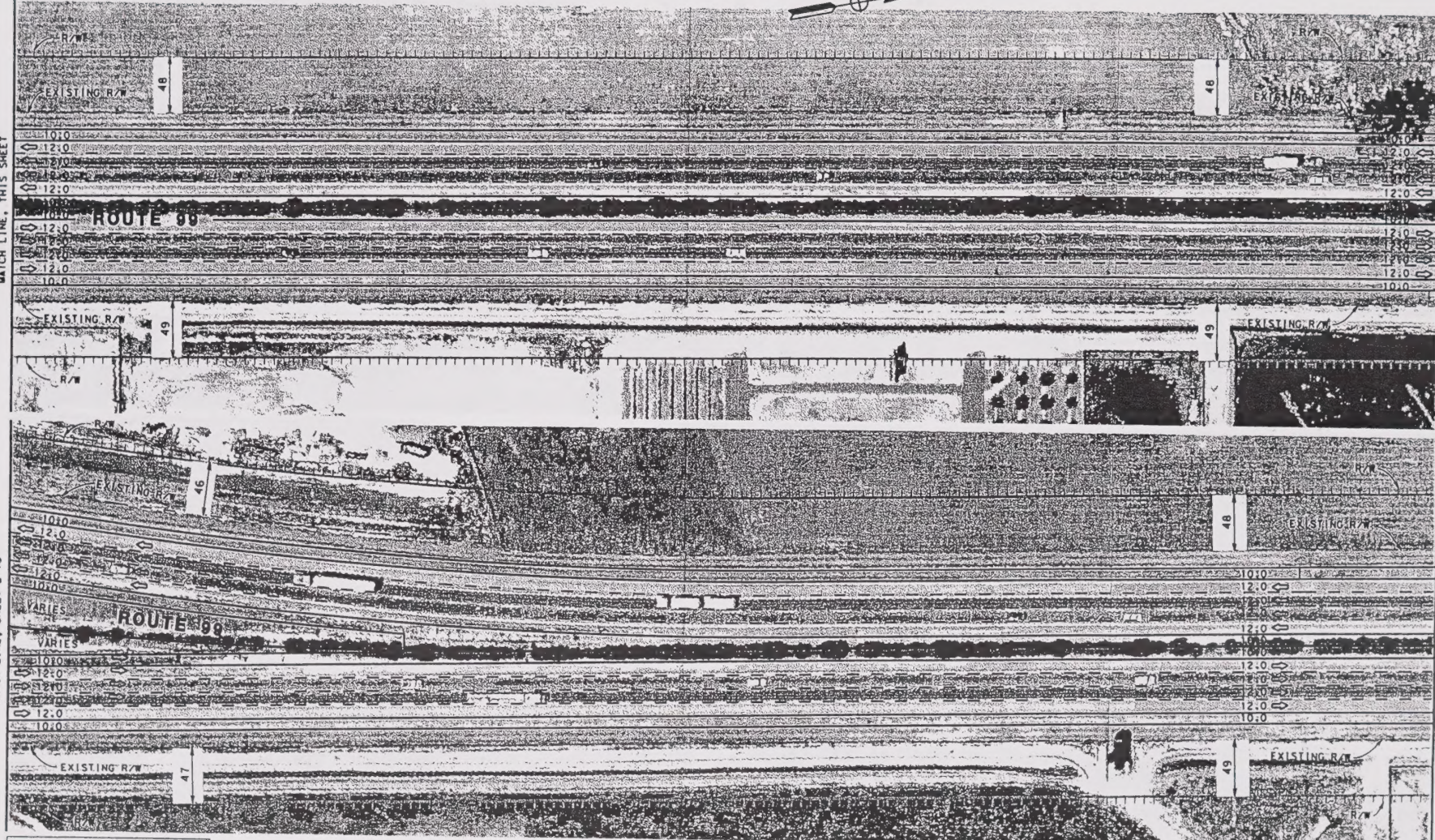
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CHECKED BY

SJM

DATE REVISED BY
DATE REVISED BY

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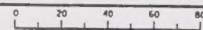
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FOR PLANNING AND
STUDY PURPOSES

TRANSPORTATION CONCEPT REPORT
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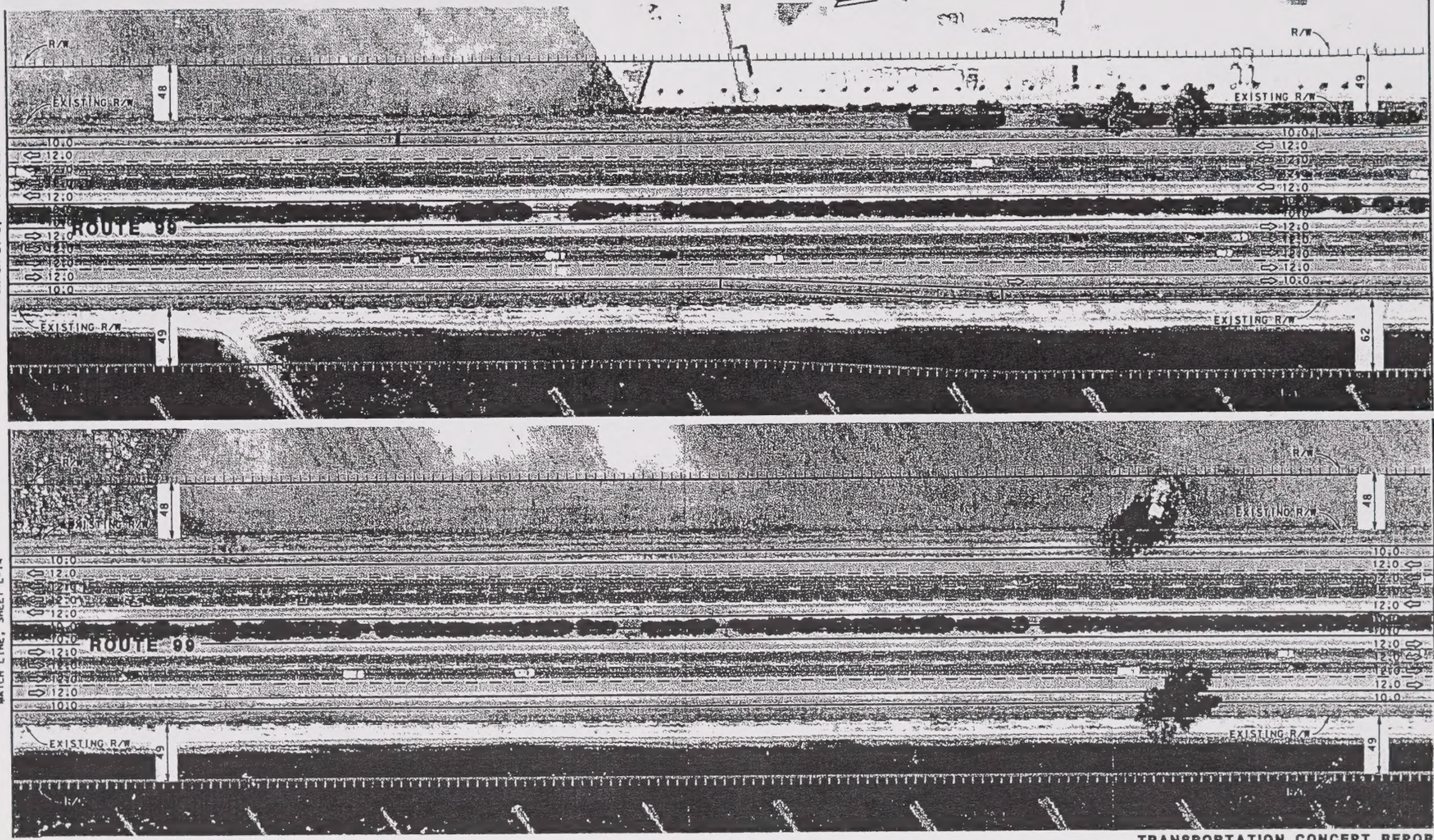
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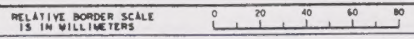


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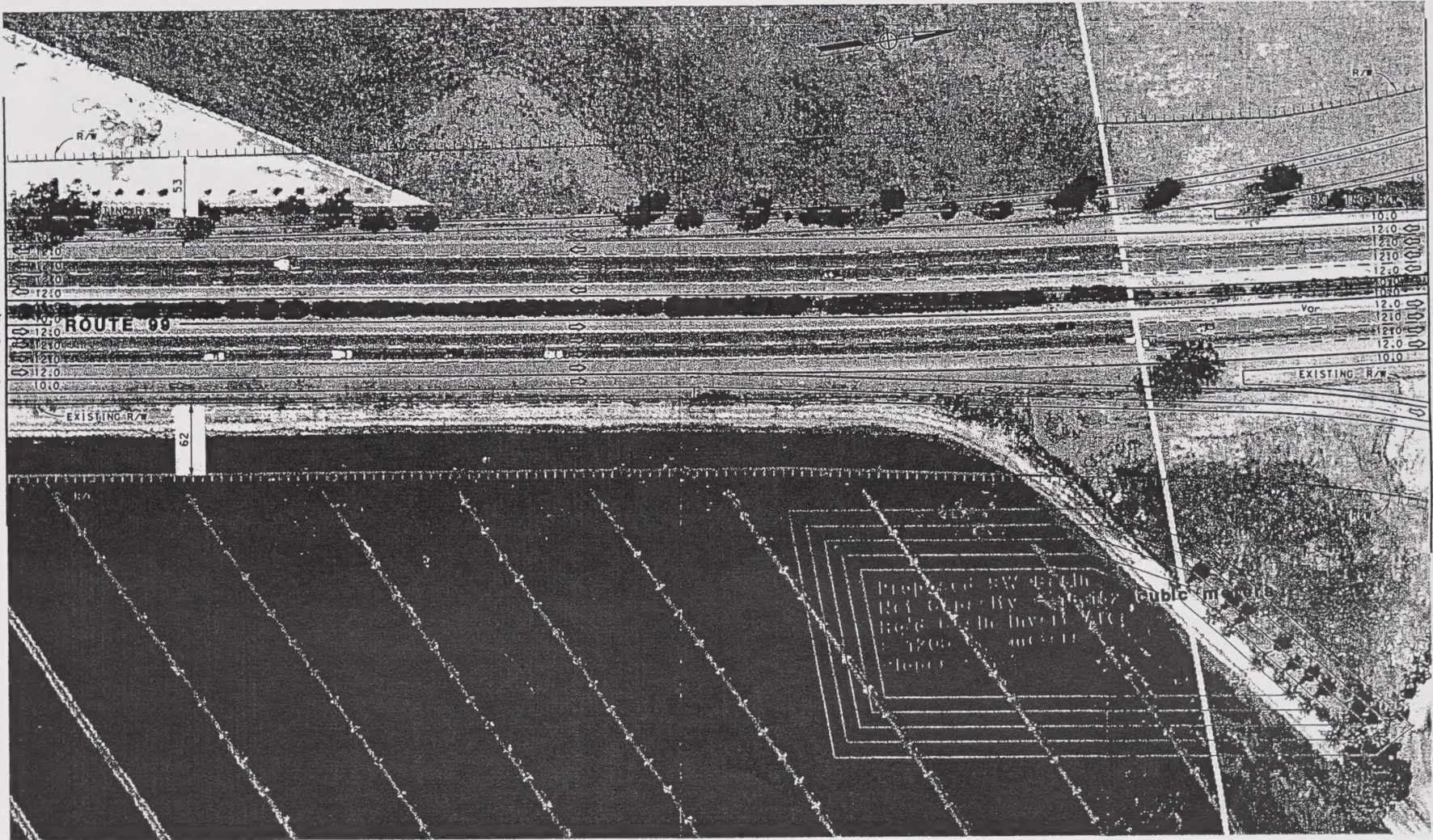
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FOR PLANNING AND
STUDY PURPOSES

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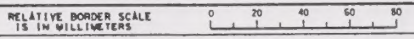
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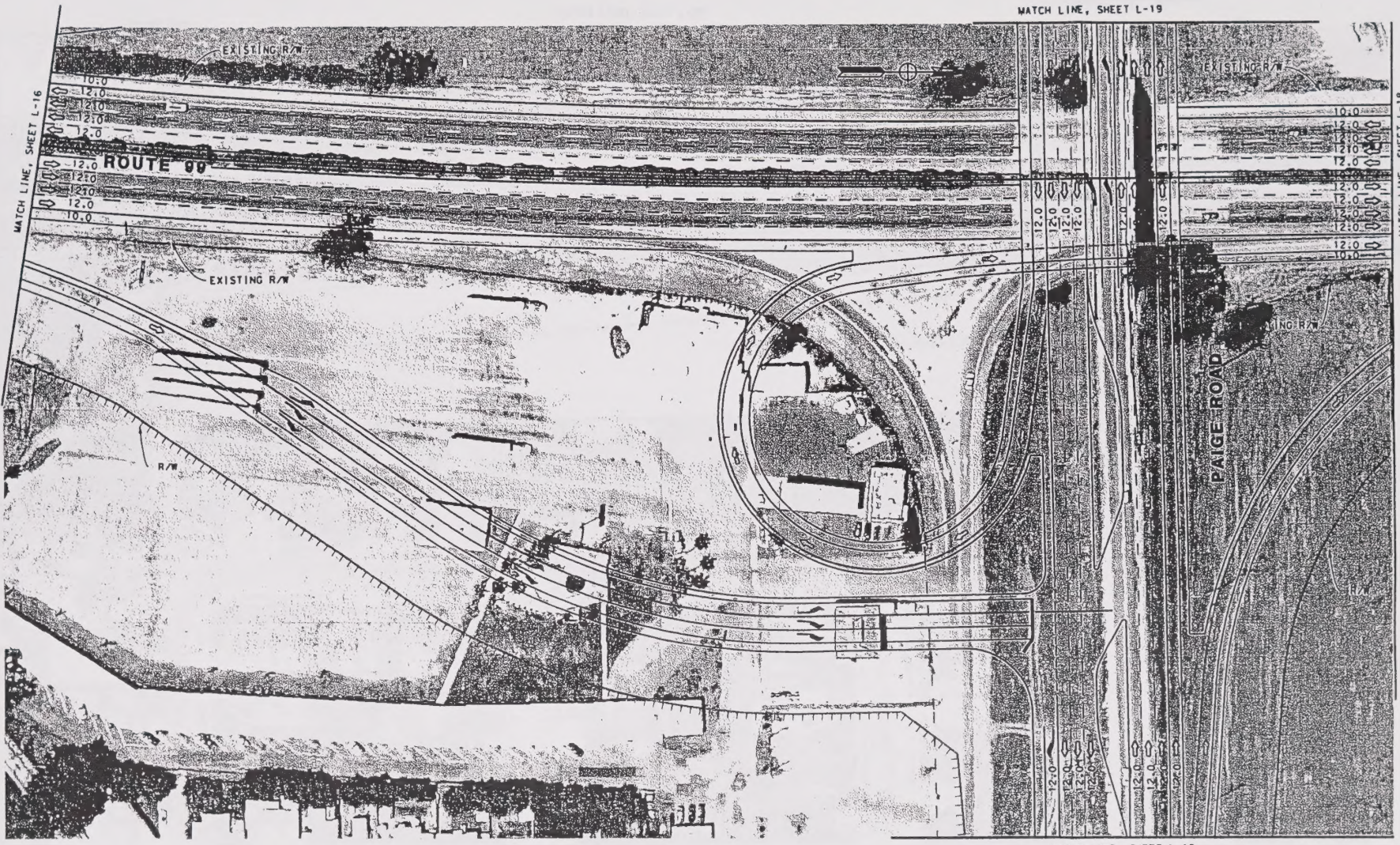
FOR PLANNING AND
STUDY PURPOSES

TRANSPORTATION CONCEPT REPORT
CITY OF TULARE
PM 27.19 TO PM 27.43
SHEET L-16



PROJECT	STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER		DATE		REVISED BY	
	PLANNING DIVISION		DESIGNED BY		WY		DATE REVISED BY	
			CHECKED BY					

FOR PLANNING AND
STUDY PURPOSES



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DCN FILE => REQUEST

CU 00000

EA 000000

TRANSPORTATION CONCEPT REPORT8
CITY OF TULARE
PM 27.43 TO PM 27.65
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PROJECT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PLANNING DIVISION

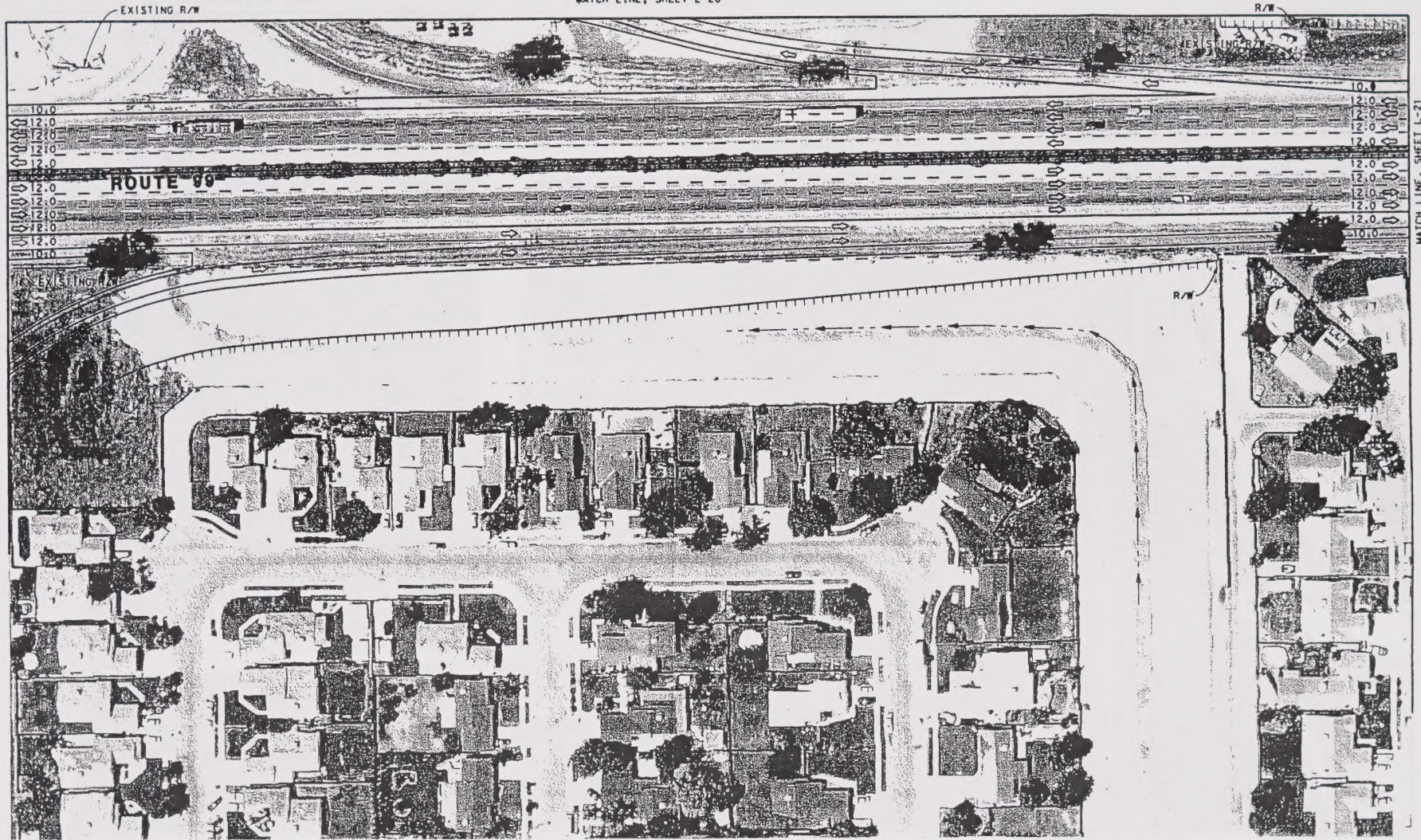
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CALCULATED/
DESIGNED BY
CHECKED BY

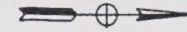
WY

DATE
REVISED BY
DATE REVISED BY

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MATCH LINE, SHEET L-20



R/W

MATCH LINE, SHEET L-21

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CITY OF TULARE
PM 27.85 TO PM 27.89
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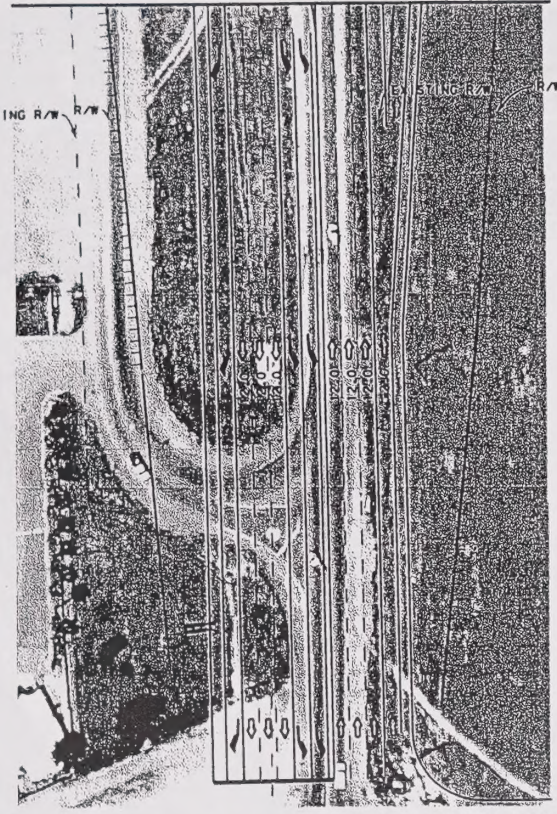
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EXISTING R/W R/W



FOR PLANNING AND
STUDY PURPOSES



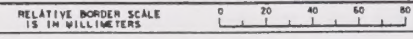
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PAIGE ROAD

MATCH LINE, SHEET L-17

MATCH LINE, SHEET L-20

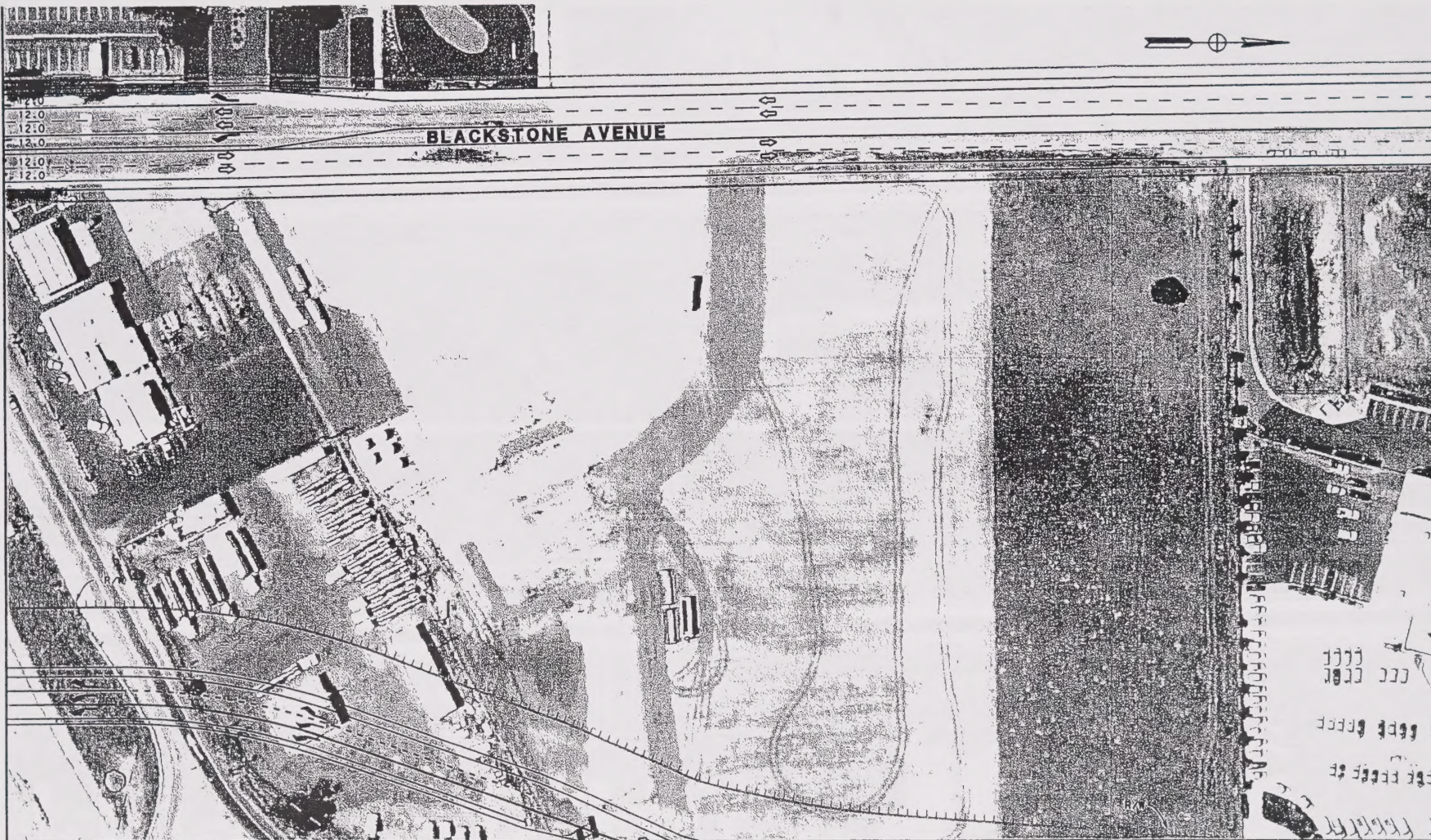
TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 27.43 TO PM 27.65
SHEET L-19



USERNAME ==> USER
DGN FILE ==> WREQ0001

CU 00000 EA 000000

MATCH LINE, SHEET L-19



FOR PLANNING AND
STUDY PURPOSES

MATCH LINE, SHEET L-18

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 27.65 TO PM 27.89
SHEET L-20

RELATIVE BORDER SCALE
IS IN MILLIMETERS

0 20 40 60 80

USERNAME => USER
DGN FILE => DREQUEST

CU 00000

EA 000000

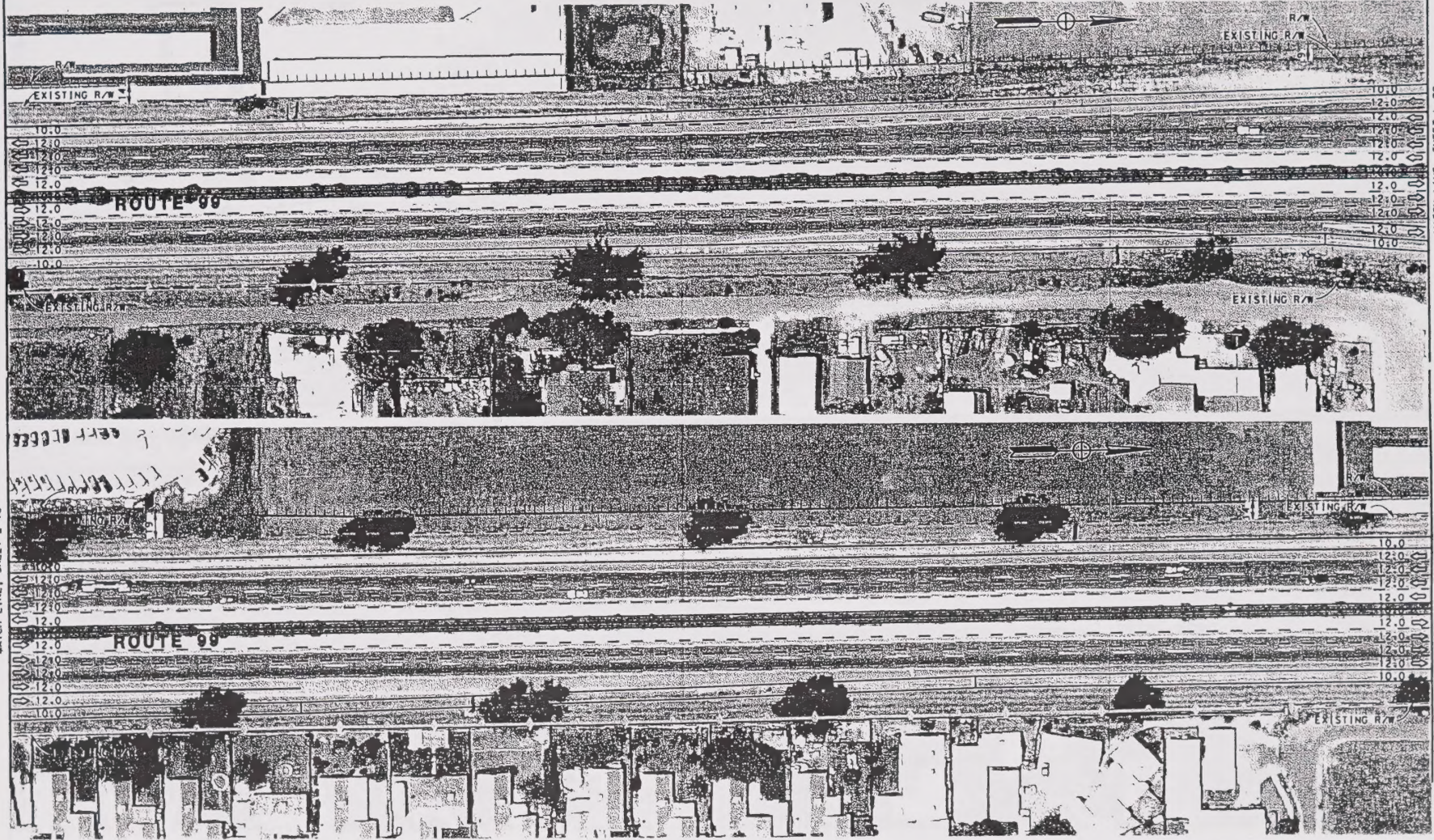
DATE PLOTTED 03 MAR 88
TIME PLOTTED 03:01 PM

PLANNING DIVISION



MATCH LINE, THIS SHEET

MATCH LINE, SHEET L-18

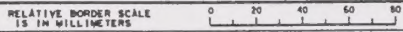


MATCH LINE, SHEET L-22

MATCH LINE, THIS SHEET

FOR PLANNING AND
STUDY PURPOSES

TRANSPORTATION CONCEPT REPORT
CITY OF TULARE
PM 27.89 TO PM 28.38
SHEET L-21



USERNAME == USER
DGN FILE == PREQUEST

CU 00000 EA 000000

DATE PLOTTED == DATE
TIME PLOTTED == TIME

PROJECT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



PLANNING DIVISION

PROJECT ENGINEER

CALCULATED/
DESIGNED BY

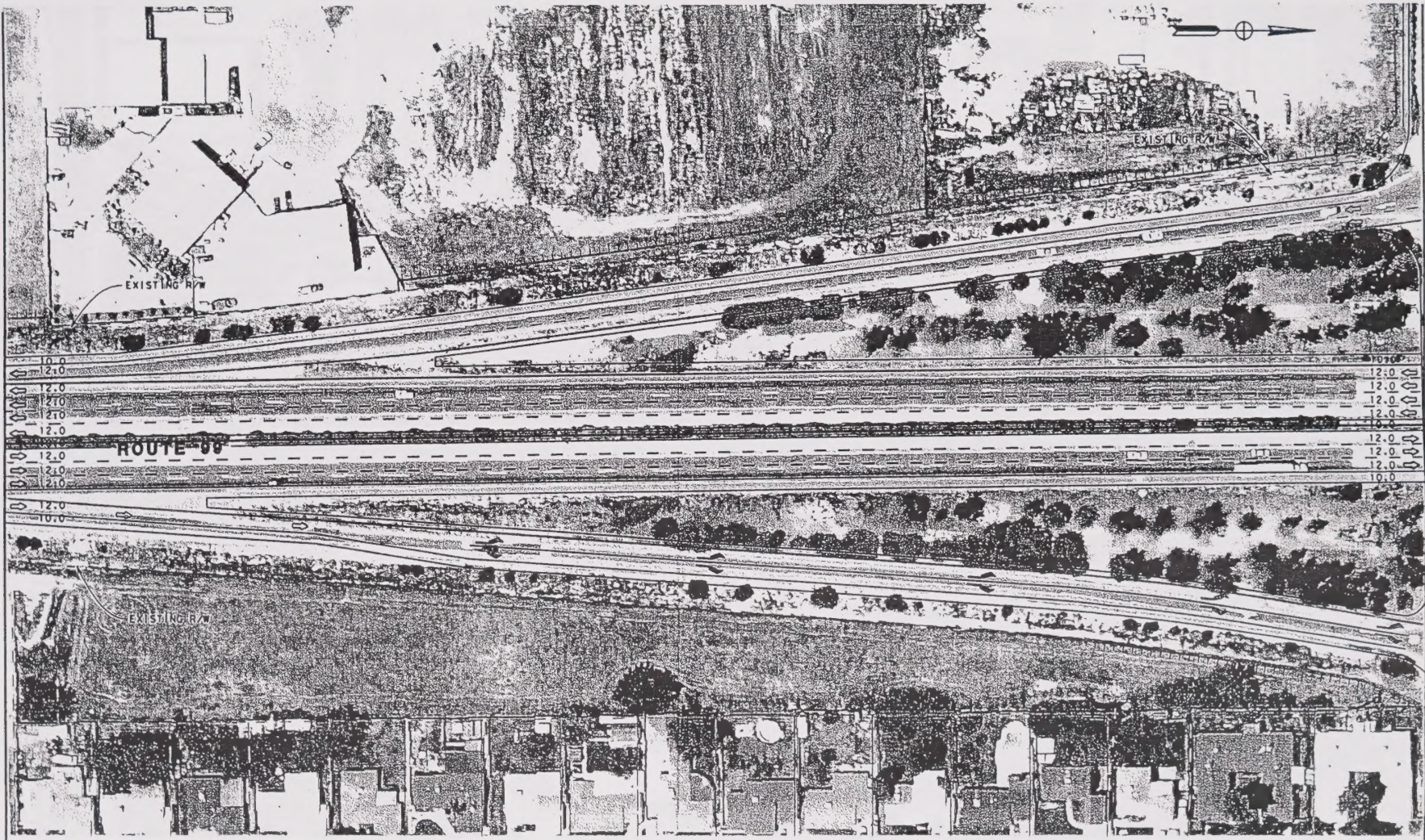
WY

DATE REVISED BY

DATE REVISED BY

MATCH LINE, SHEET L-21

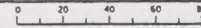
FOR PLANNING AND
STUDY PURPOSES



MATCH LINE, SHEET L-23

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 28.36 TO PM 28.60
SHEET L-22

RELATIVE BORDER SCALE
15 IN MILLIMETERS



USERNAME ==> USER
JOB FILE ==> WREQEST

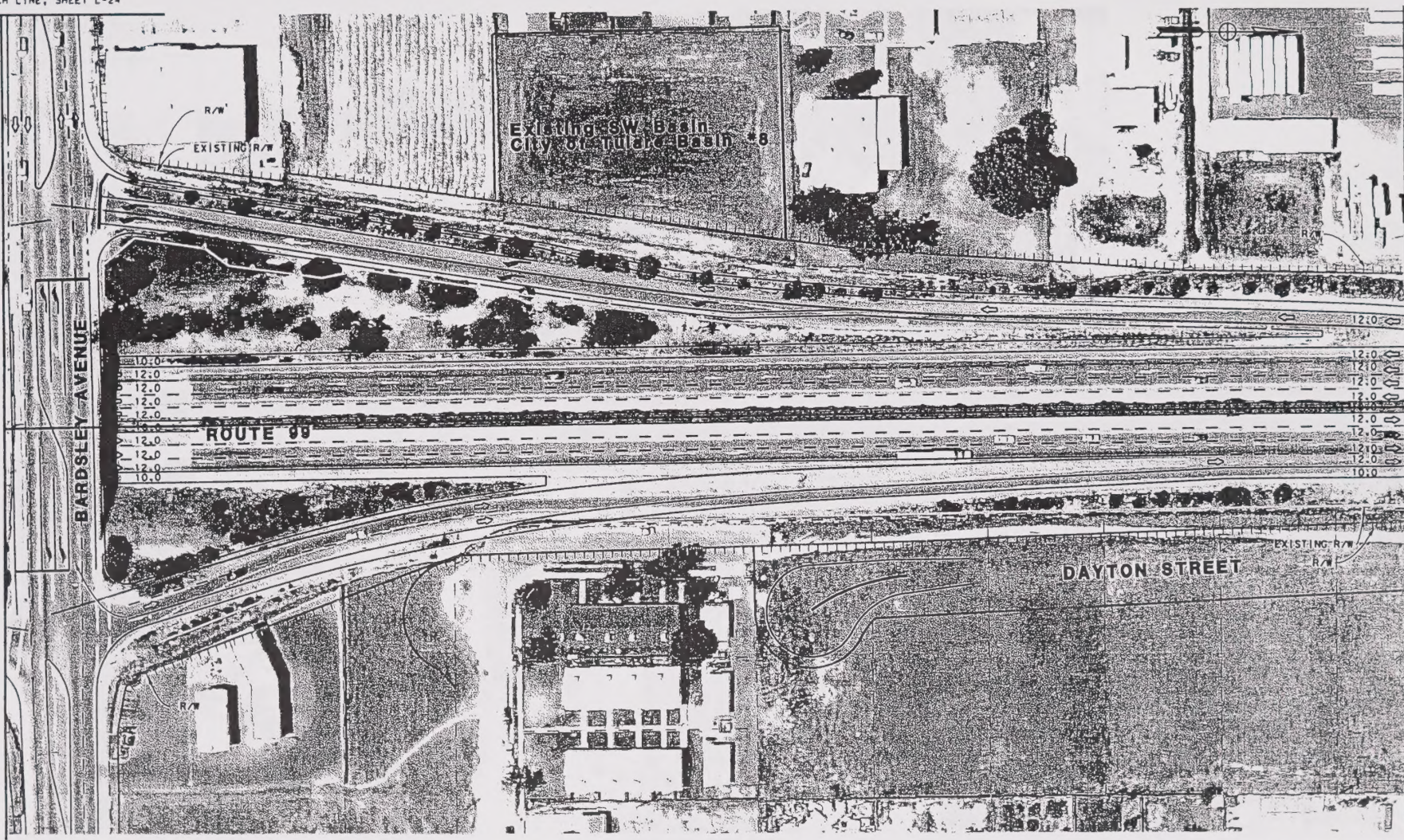
CU 00000

EA 000000

DATE PLOTTED ==> DATE
00-00-00 TIME PLOTTED ==> TIME

WATCH LINE, SHEET L-24

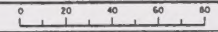
MATCH LINE, SHEET L-22



FOR PLANNING AND
STUDY PURPOSES

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 28.80 TO PM 28.84
SHEET L-23

RELATIVE BORDER SCALE
IS IN MILLIMETERS

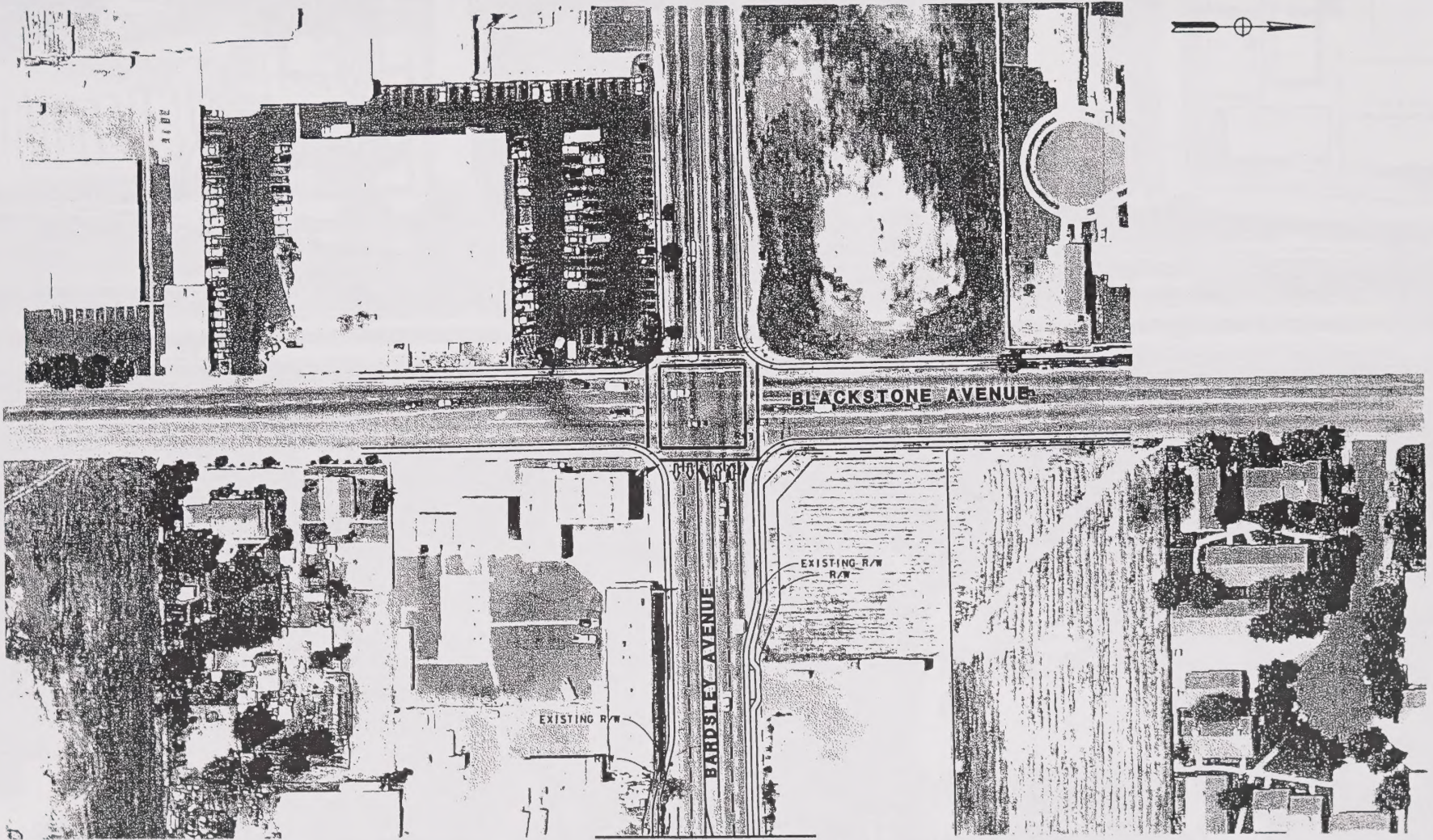


USERNAME => USER
DGN FILE => WREDU81

CU 00000

EA 000000

MATCH LINE, SHEET L-25

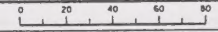


FOR PLANNING AND
STUDY PURPOSES

MATCH LINE, SHEET L-23

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 28.61
SHEET L-24

RELATIVE BORDER SCALE
IS IN MILLIMETERS



USERNAME => MUSER
DGN FILE => BREQ037

CU 00000

EA 000000

PROJECT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



PLANNING DIVISION

PROJECT ENGINEER

CALCULATED/DESIGNED BY

WY

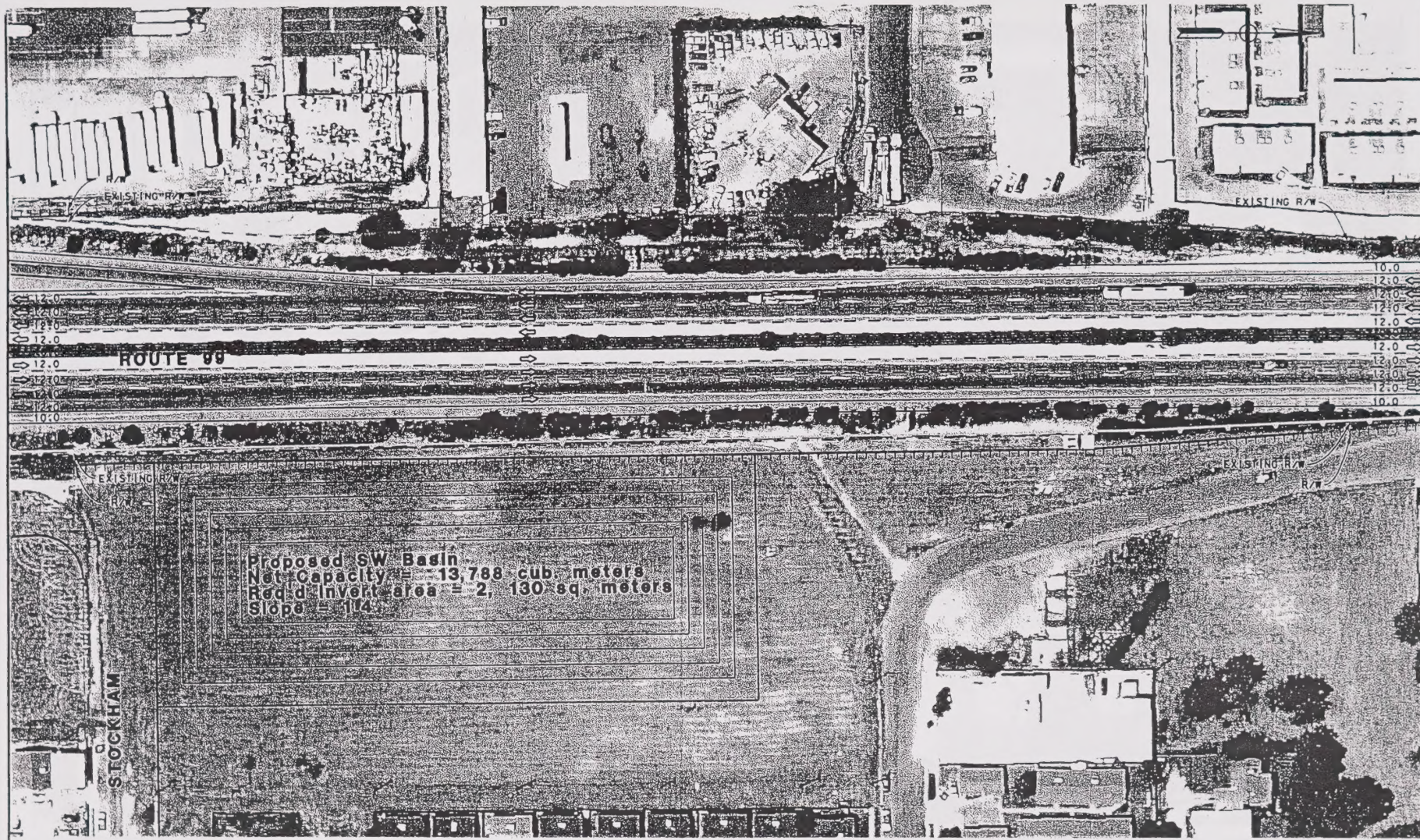
DATE REVISED BY

CHECKED BY

DATE REVISED

MATCH LINE, SHEET L-23

FOR PLANNING AND
STUDY PURPOSES



MATCH LINE, SHEET L-25

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 28.84 TO PM 29.08
SHEET L-25

DATE	TIME	PLOTTED	DATE	TIME	PLOTTED
00-00-00					

PROJECT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PLANNING DIVISION

PROJECT ENGINEER

WY

DATE REVISED BY

CALCULATED/
DESIGNED BY

CHECKED BY

DATE REVISED BY

MATCH LINE, SHEET L-26

FOR PLANNING AND
STUDY PURPOSES



MATCH LINE, SHEET L-28

RELATIVE BORDER SCALE
IS IN MILLIMETERS

0 20 40 60 80

USERNAME => USER
DWG FILE => WREDEEST

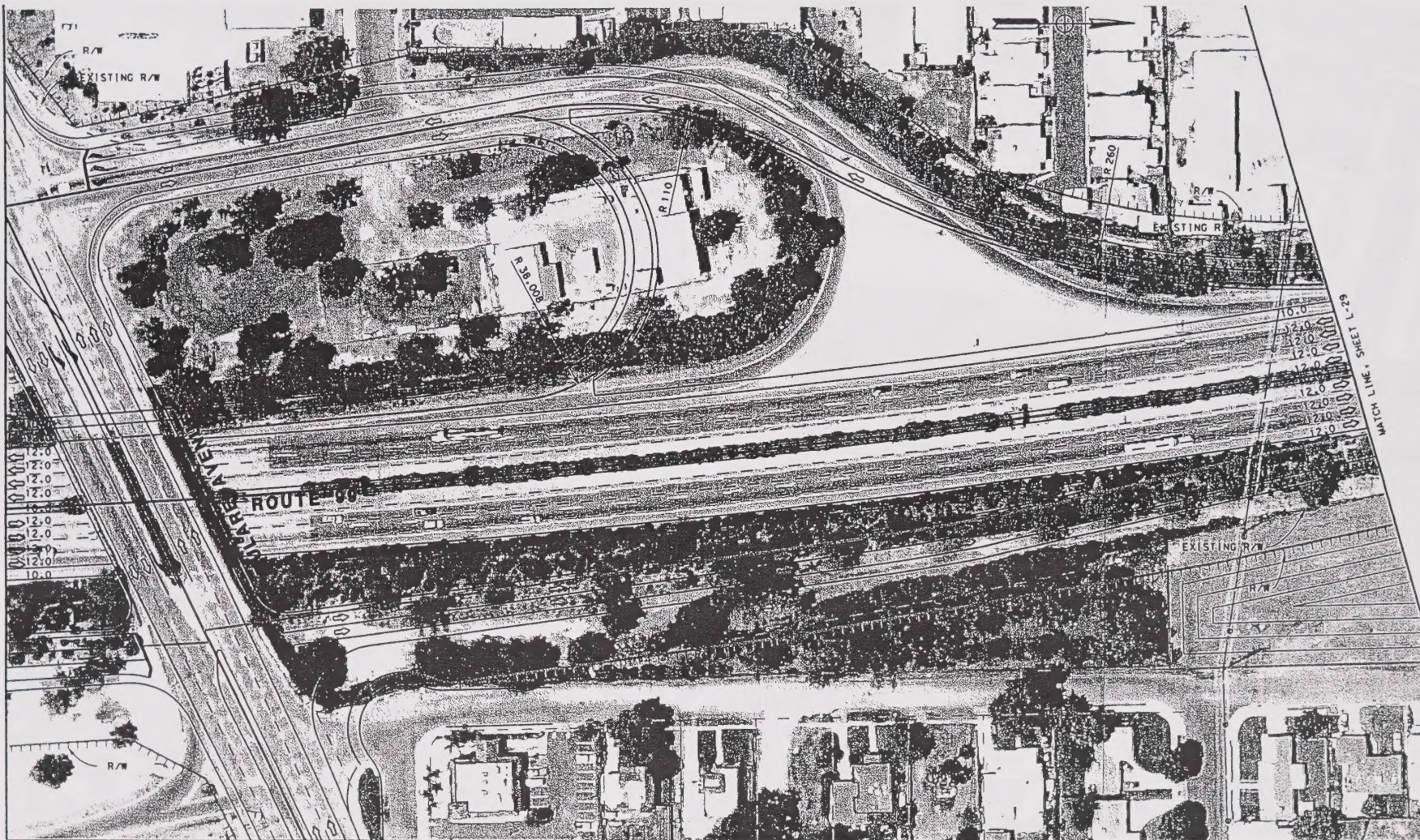
CU 00000

EA 000000

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 29.32 TO PM 29.56
SHEET L-27

DATE PLOTTED => 00-00-00
TIME PLOTTED => 00:00

MATCH LINE, SHEET L-27



MATCH LINE, SHEET L-27

MATCH LINE, SHEET L-29

FOR PLANNING AND
STUDY PURPOSES

TRANSPORTATION CONCEPT REPORTS
 CITY OF TULARE
 PM 29.58 TO PM 29.78
 SHEET L-28

RELATIVE BORDER SCALE
 IS IN MILLIMETERS

0 20 40 60 80

USERNAME => USER
 DGN FILE => WREQ001

CU 00000

EA 000000

#PROJECT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

PLANNING DIVISION

PROJECT ENGINEER

CALCULATED/
DESIGNED BY

WY

DATE

REVISED BY

DATE

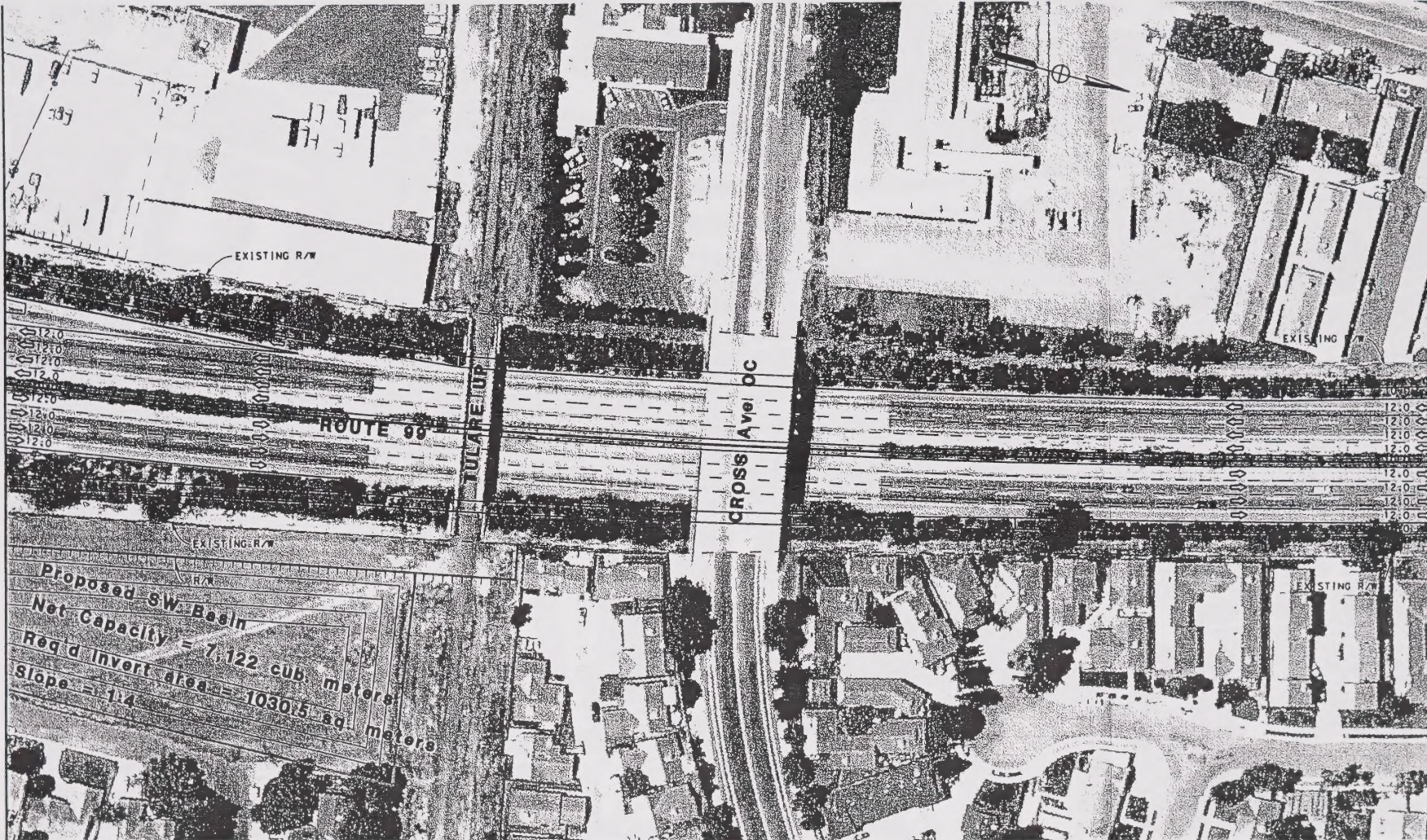
CHECKED BY

DATE

REVISED BY

WY

MATCH LINE, SHEET L-28



FOR PLANNING AND
STUDY PURPOSES

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 29.76 TO PM 30.00
SHEET L-29

MATCH LINE, SHEET L-30

RELATIVE BORDER SCALE
15 IN MILLIMETERS

0 20 40 60 80

USERNAME = J. WISER
DWG FILE = J. WISER.DWG

CU 00000

EA 000000

DATE PLOTTED: 09-00-00
TIME PLOTTED: 00:00
PLOTTER: HP-GL/2

This aerial photograph shows a proposed road project, labeled "ROUTE 99" in the center. The image displays existing roadways, property lines, and surrounding vegetation. A north arrow is located in the upper right corner. The project area is marked with "EXISTING R/W" (Right of Way) and "ROUTE 99".

FOR PLANNING AND
STUDY PURPOSES

TRANSPORTATION CONCEPT REPORT8
CITY OF TULARE
PM 30.00 TO PM 30.24
SHEET L-30

MATCH LINE, SHEET L-31

DATE	TIME	PLOTTED	DATE	TIME	PLOTTED
00-00-00			00-00-00		

RELATIVE BORDER SCALE
IS IN MILLIMETERS

```

      USERNAME => USER
      DGN FILE => REQUEST

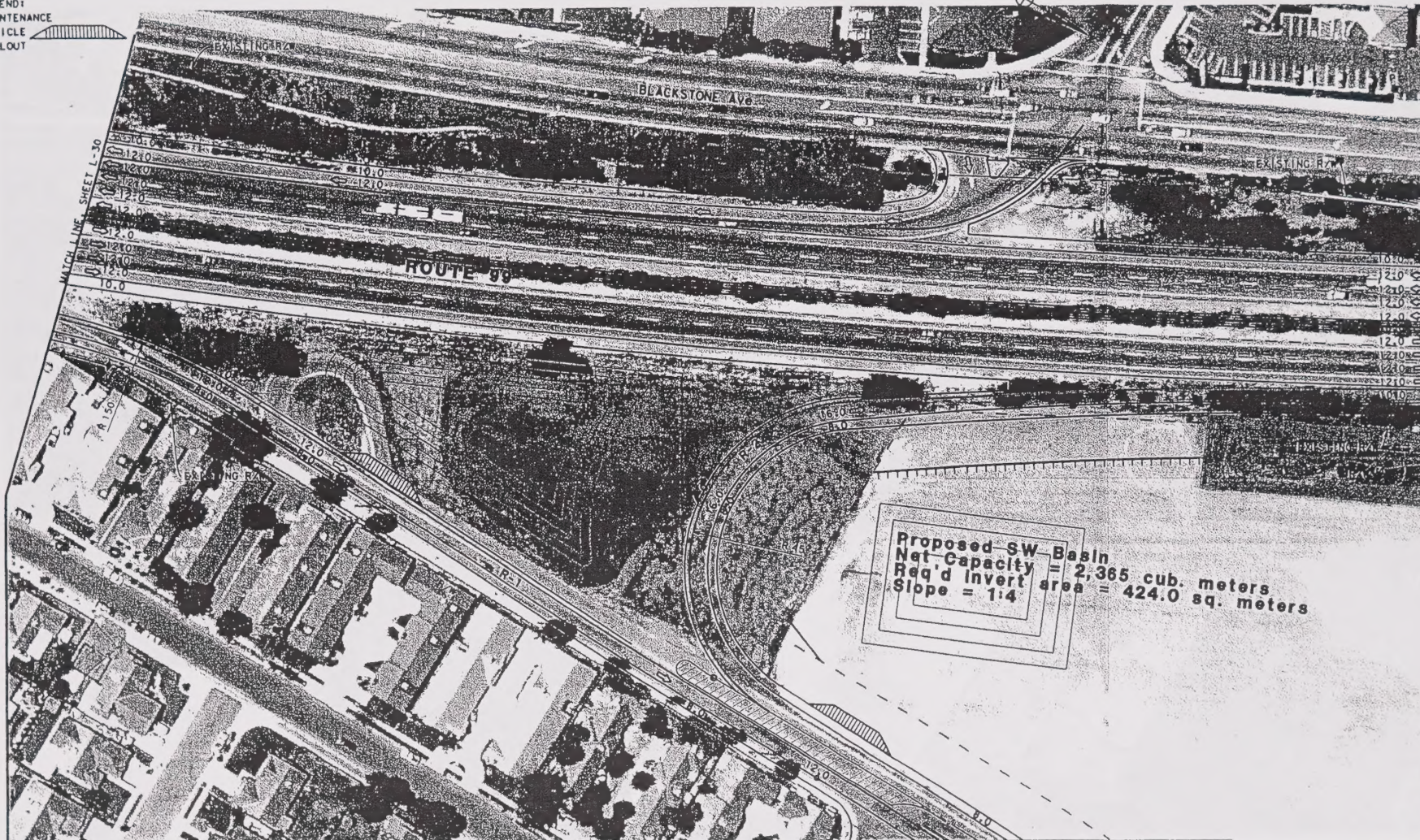
```

CU 00000

EA 000000

LEGEND:
MAINTENANCE
VEHICLE
PULLOUT

FOR PLANNING AND
STUDY PURPOSES



MATCH LINE, SHEET L-34

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 30.24 TO PM 30.48
SHEET L-31

RELATIVE BORDER SCALE
IS IN MILLIMETERS

0 20 40 60 80

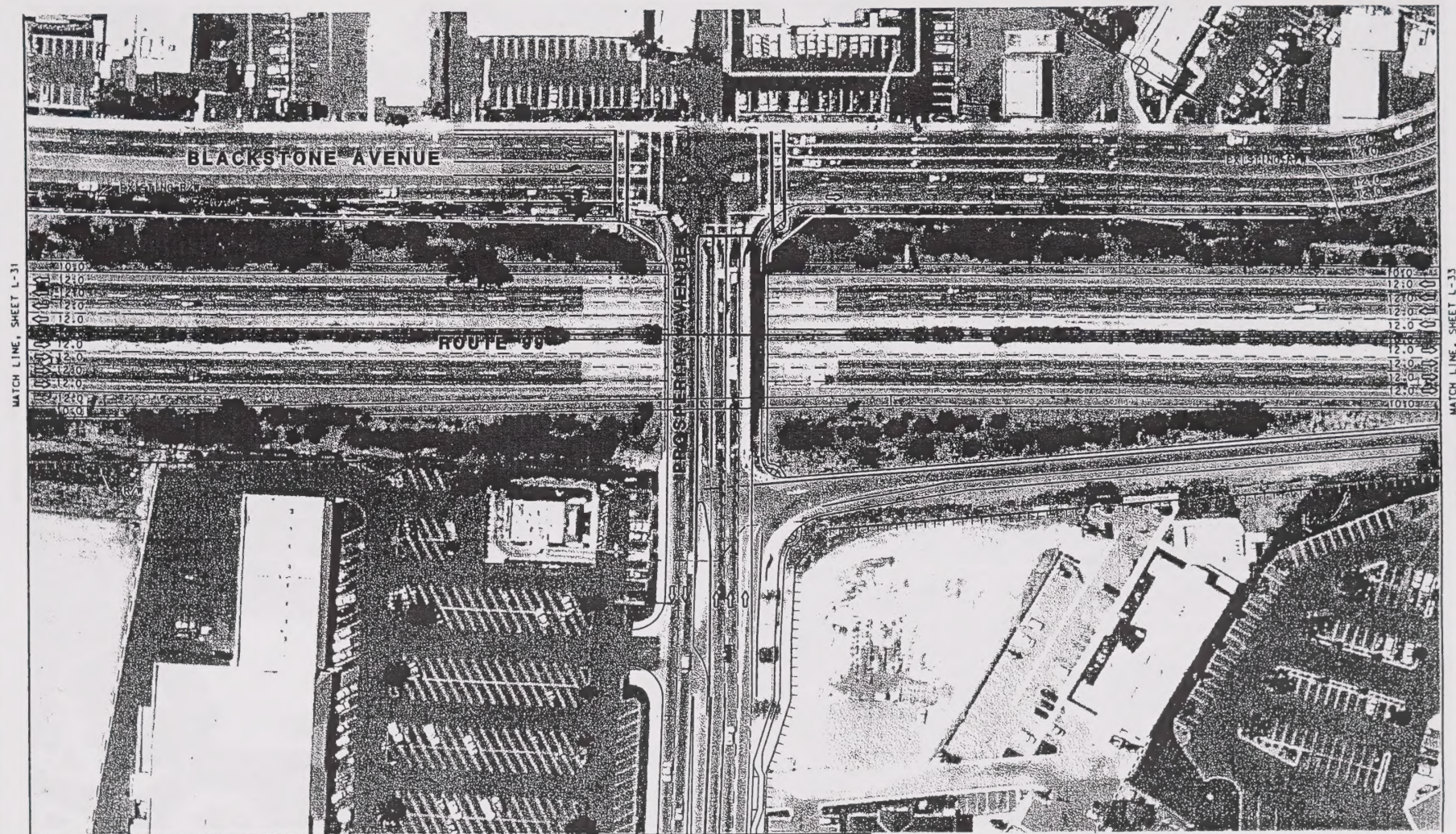
USERNAME -> USER
DGN FILE -> WREDUCST

CU 00000

EA 000000

MATCH LINE, SHEET L-32

DATE PLOTTED -> DATE
TIME PLOTTED -> TIME

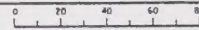


FOR PLANNING AND
STUDY PURPOSES

MATCH LINE, SHEET L-34

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 30.48 TO PM 30.70
8 SHEET L-32

RELATIVE BORDER SCALE
IS IN MILLIMETERS



```

USERNAME => USER
OGM FILE => REQUEST

```

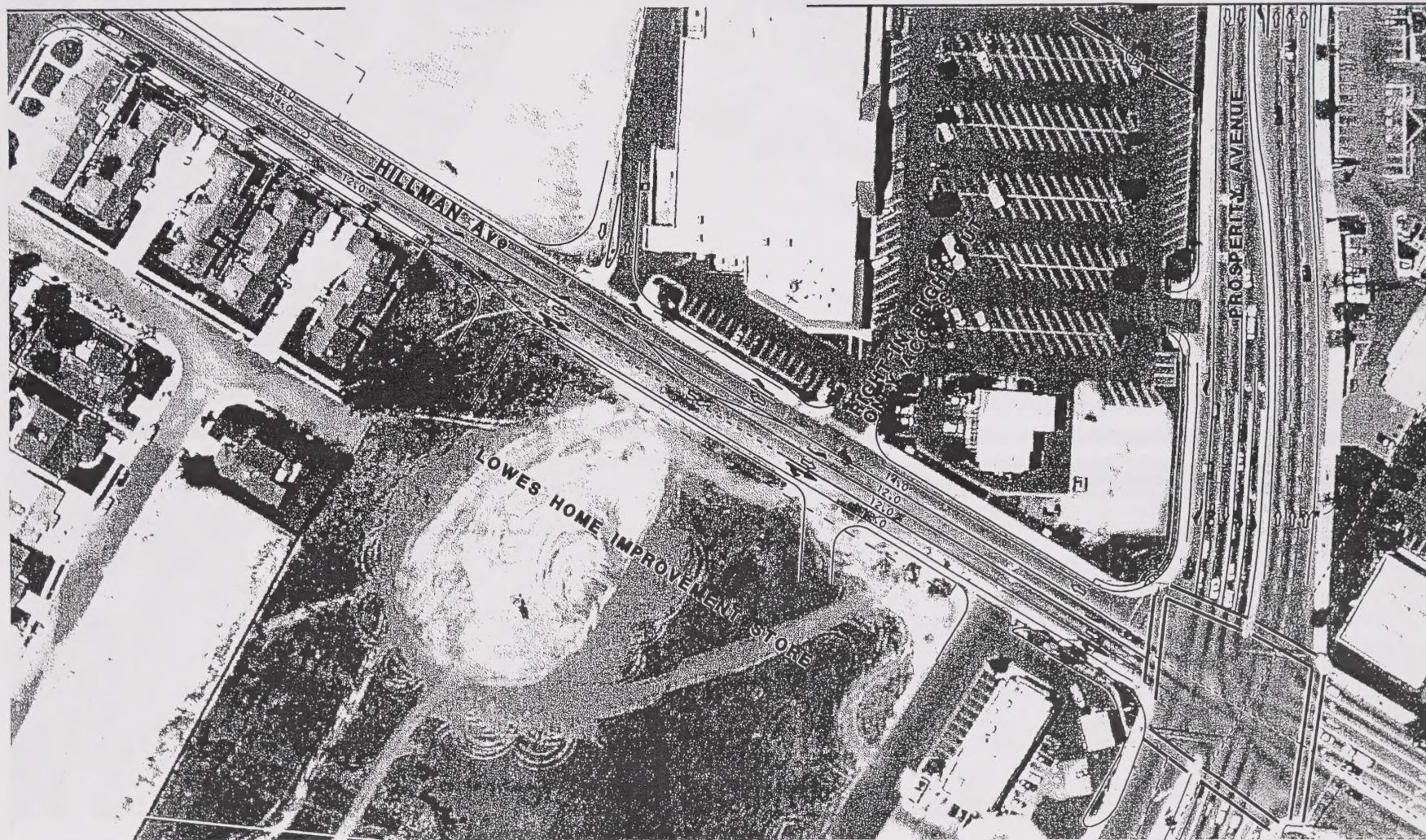
CU 00000

EA 000000

DATE PLOTTED => DATE
TIME PLOTTED => TIME

MATCH LINE, SHEET L-31

MATCH LINE, SHEET L-32



FOR PLANNING AND
STUDY PURPOSES

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 30.58
SHEET L-34

#W000001

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PLANNING DIVISION

PROJECT ENGINEER

CALCULATED/
DESIGNED BY
CHECKED BY

NY

DATE
REVISED BY
DATE REVISED

RELATIVE BORDER SCALE
IS IN MILLIMETERS

0 20 40 60 80

USERNAME => MUSER
DGN FILE => BREQDET

CU 00000

EA 000000

DATE PLOTTED => DATE
00-00-00 TIME PLOTTED => TIME

PROJECT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



PLANNING DIVISION

PROJECT ENGINEER

CALCULATED/
DESIGNED BY

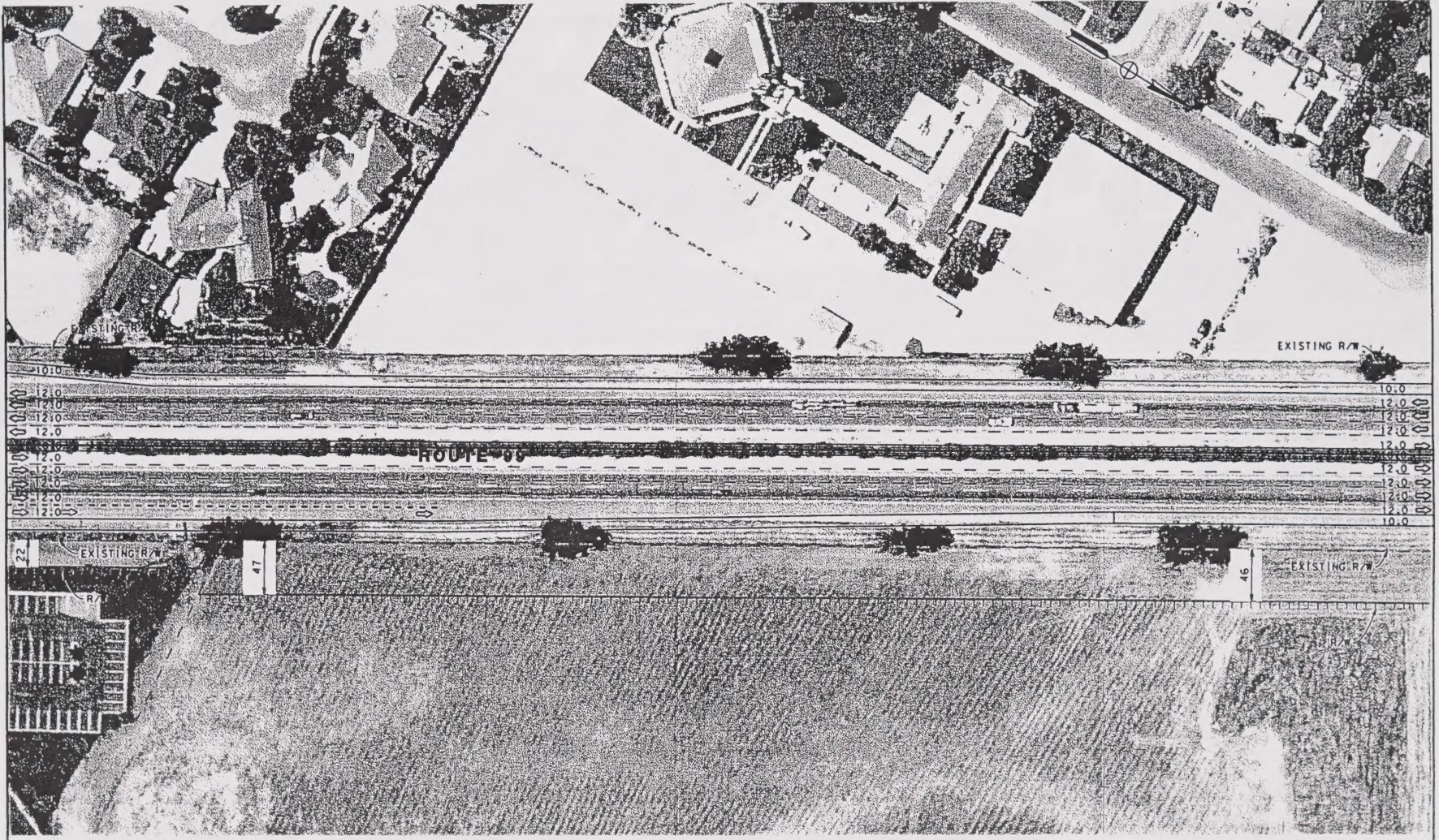
CHECKED BY

WY

DATE
REVISED BY

DATE
REVISED

MATCH LINE, SHEET L-34



FOR PLANNING AND
STUDY PURPOSES

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 30.94 TO PM 31.18
SHEET L-35

RELATIVE BORDER SCALE
IS IN MILLIMETERS

0 20 40 60 80

USERNAME => MUSER
DGN FILE => MREQUEST

CU 00000

EA 000000

MATCH LINE, SHEET L-36

LOG REVISION DATE PLOTTED => DATE
00-00-00 TIME PLOTTED => TIME

MATCH LINE, SHEET L-37

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 31.18 TO PM 31.42
SHEET L-38

EA 000000

DATE	TIME	PLOTTED	DATE	TIME	PLOTTED
00-00-00					

#WITNESS

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



PLANNING DIVISION

PROJECT ENGINEER

CALCULATED/
DESIGNED BY

WY

DATE

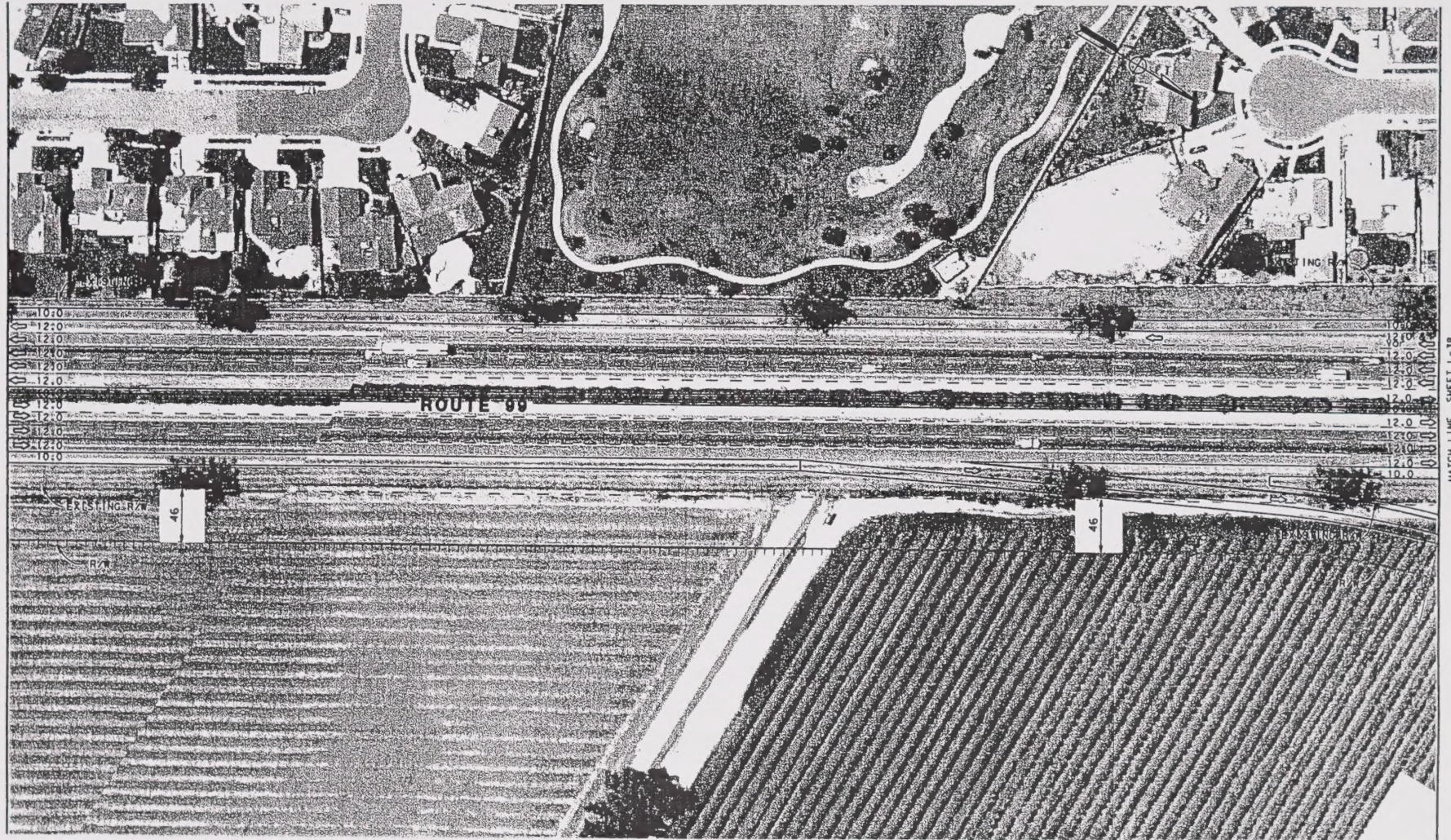
REVISED BY

CHECKED BY

DATE

REVISED BY

MATCH LINE, SHEET L-36

FOR PLANNING AND
STUDY PURPOSESTRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 31.42 TO PM 31.66
SHEET L-37RELATIVE BORDER SCALE
IS IN MILLIMETERS

0 20 40 60 80

USERNAME == USER
DON FILE == PRELIM

CU 00000

EA 000000

MATCH LINE, SHEET L-38

DATE PLOTTED == DATE
00-00-00
LINE CLOTHED == STILE

#00451

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



PLANNING DIVISION

PROJECT ENGINEER

CALCULATED/
DESIGNED BY
CHECKED BY

MY

DATE

REVISED BY

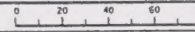
DATE REVISED

FOR PLANNING AND
STUDY PURPOSES

CONCEPTUAL CARTMILL ROAD IC DESIGN
WILL BE PROVIDED BY CONSULTANT

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 31.85
SHEET L-38

RELATIVE BORDER SCALE
IS IN MILLIMETERS



USERNAME = J. WILSON
DON FILE = J. WILSON

CU 00000

EA 000000

DATE REVISION DATE REVISION
00-00-00 TIME REVISION 02 01 00

FOR PLANNING AND
STUDY PURPOSES

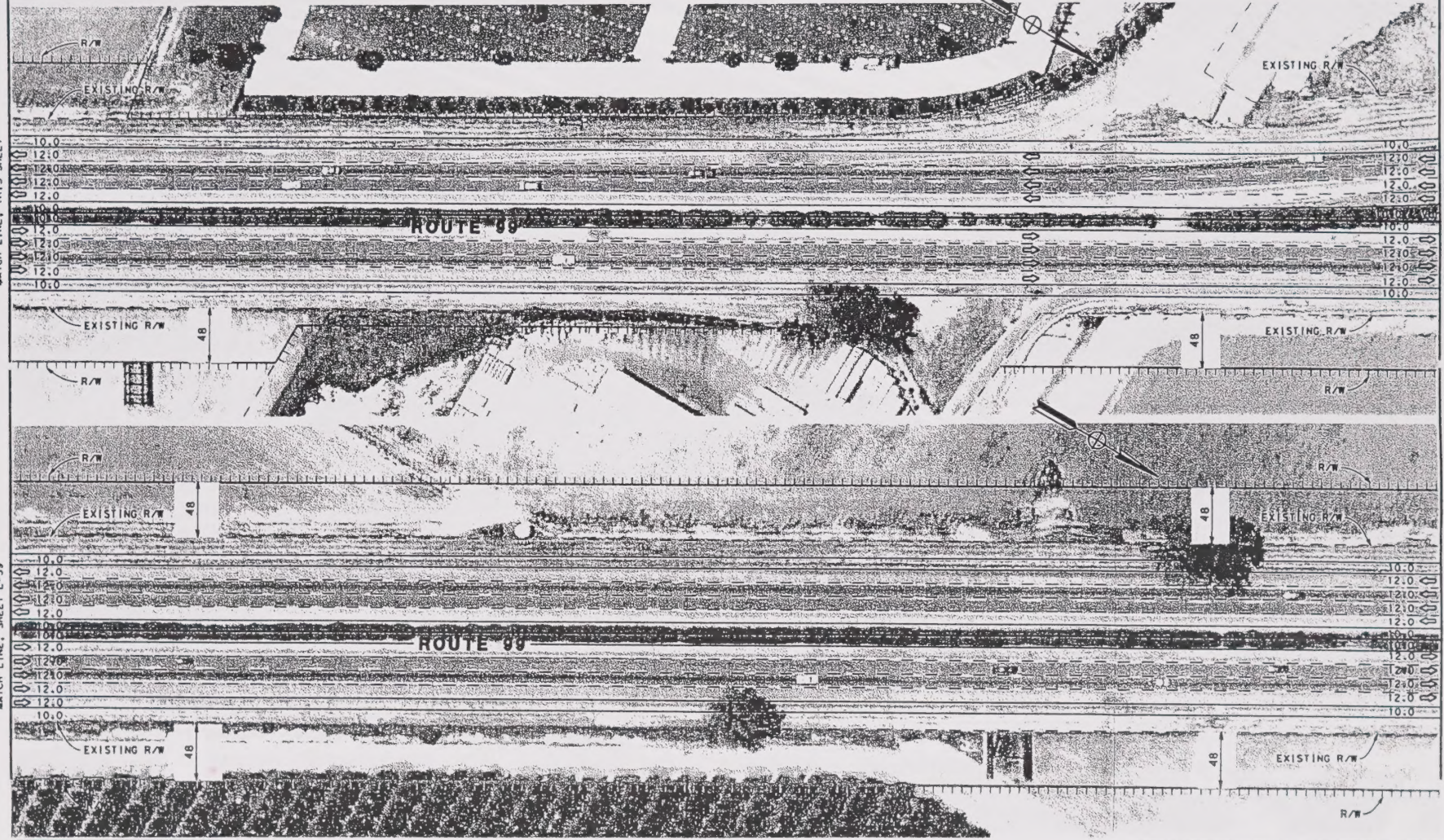
MATCH LINE, THIS SHEET

MATCH LINE, SHEET L-39

MATCH LINE, SHEET L-41

MATCH LINE, THIS SHEET

TRANSPORTATION CONCEPT REPORT
CITY OF TULARE
PM 32.59 TO PM 33.06
SHEET L-40



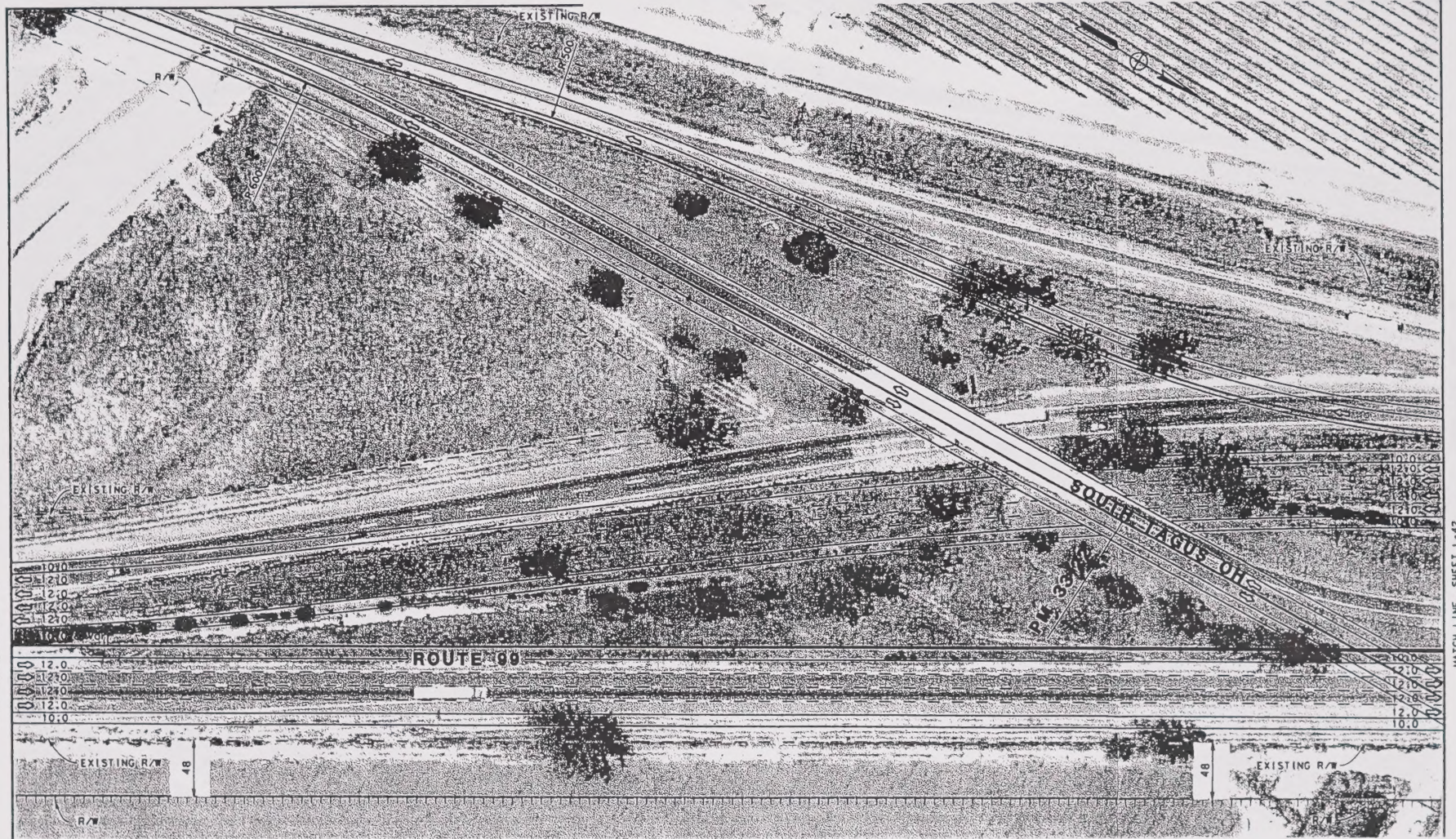
PROJECT

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION



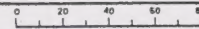
PLANNING DIVISION

PROJECT ENGINEER	DATE
CALCULATED / DESIGNED BY	WY
CHECKED BY	DATE REVISED



TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 33.06 TO PM 33.30
SHEET L-41

RELATIVE BORDER SCALE
IS IN MILLIMETERS



```

USERNAME => USER
DON FILE => REQUEST

```

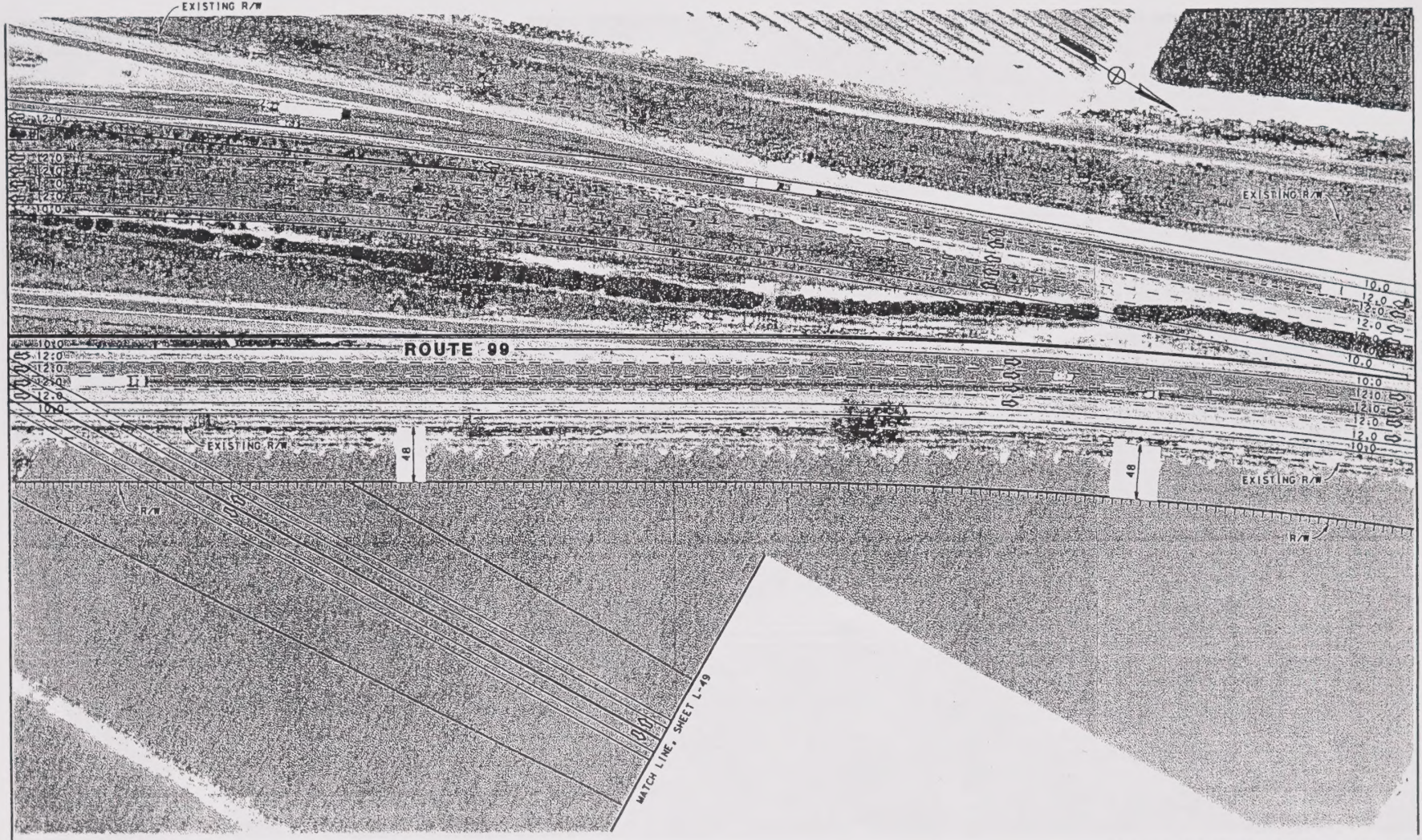
CU 00000

EA 000000

DATE PLOTTED => DATE
TIME PLOTTED => TIME

MATCH LINE, SHEET L-42

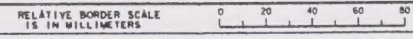
MATCH LINE, SHEET L-41

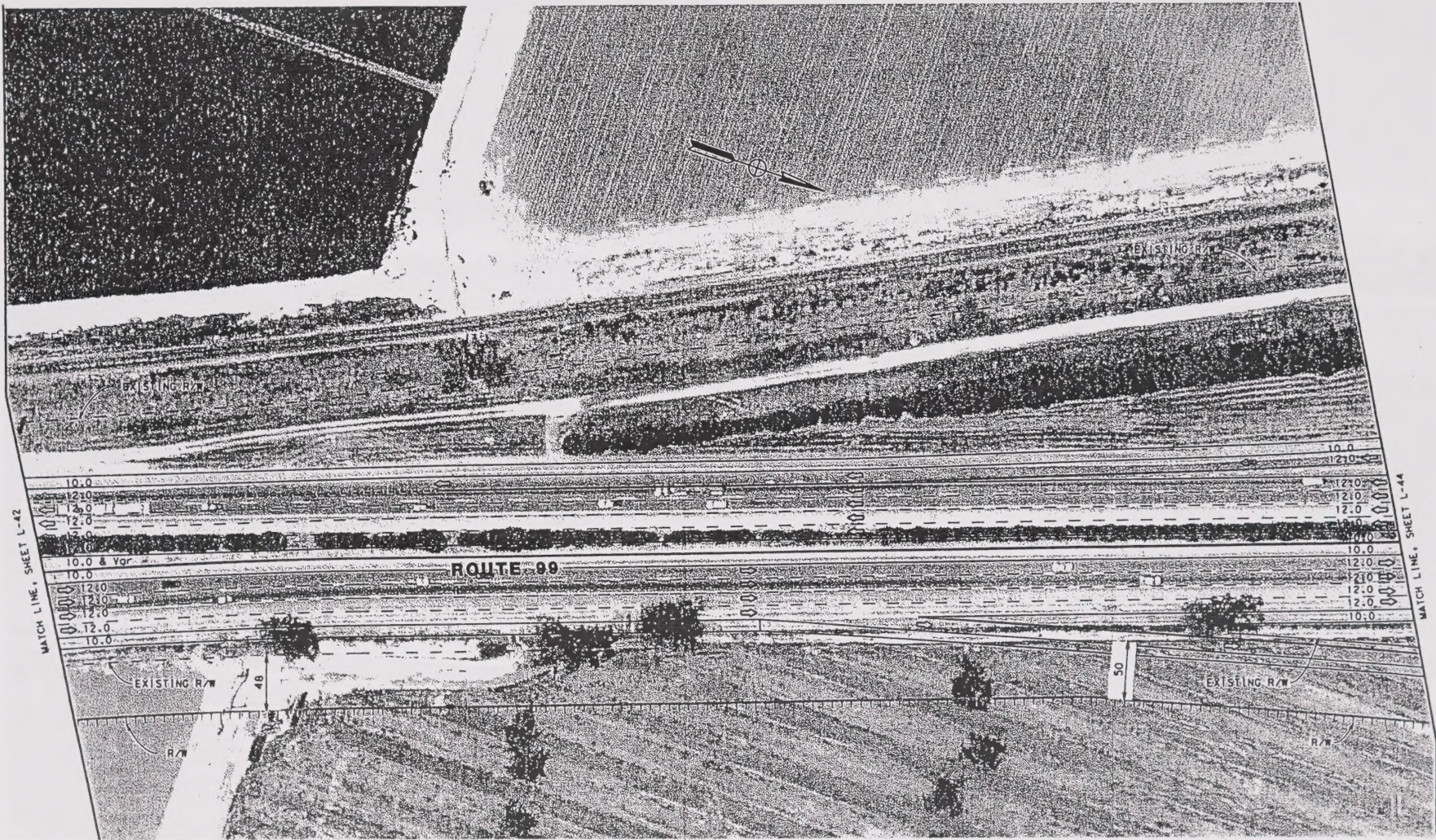


MATCH LINE, SHEET L-43

FOR PLANNING AND
STUDY PURPOSES

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 33.30 TO PM 33.54
SHEET L-42





FOR PLANNING AND
STUDY PURPOSES

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 33.54 TO PM 33.76
SHEET L-43

RELATIVE BORDER SCALE
15 IN MILLIMETERS

0 20 40 60 80
USERNAME >> USER
DON FILE >> REQUEST

CU 00000 EA 000000

DATE PLOTTED >> WHITE
00-00-00
11M, 1201B, 1201A

#PROJECT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



PLANNING DIVISION

PROJECT ENGINEER

CALCULATED/
DESIGNED BY

WY

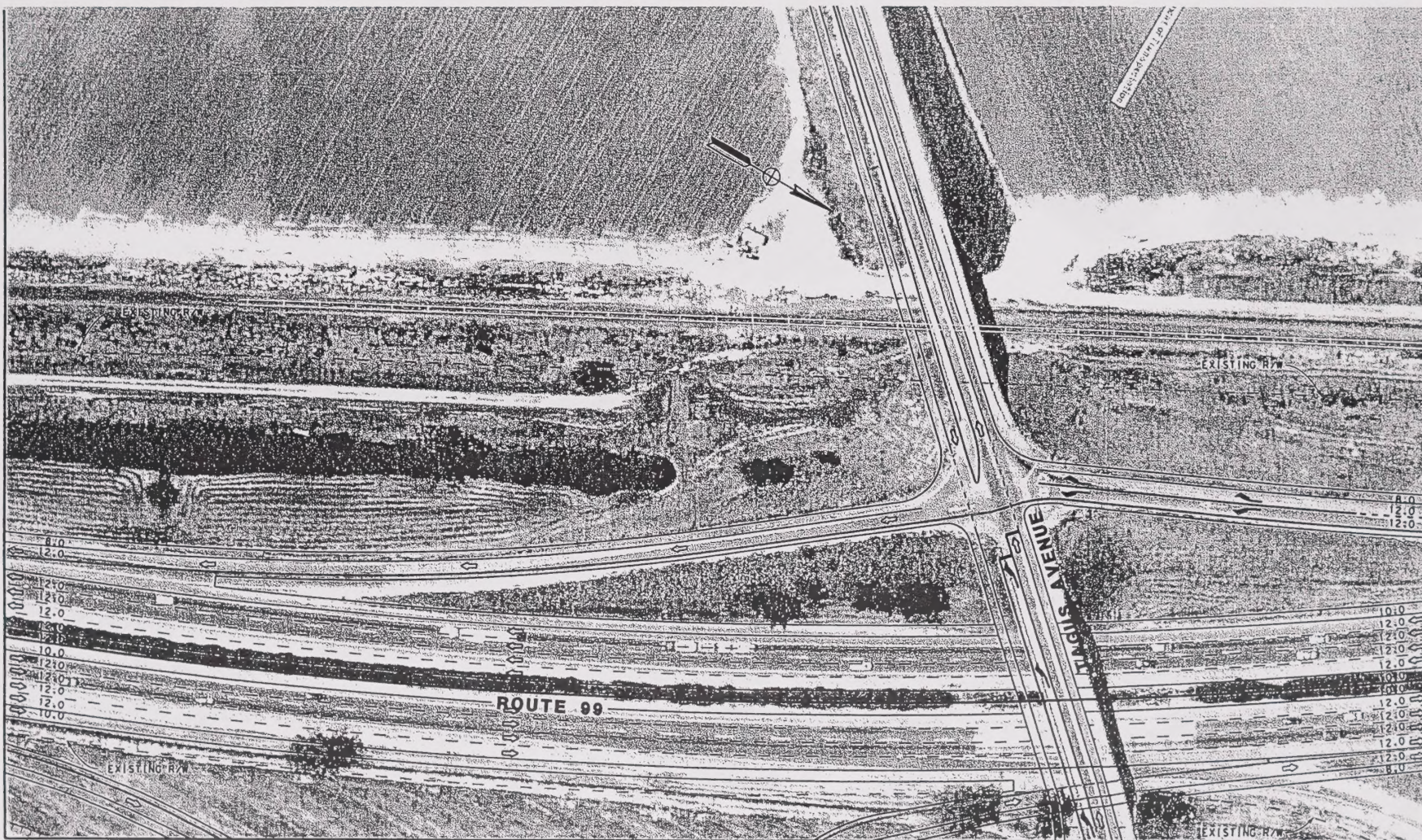
DATE

REVISED BY

CHECKED BY

DATE
REVISED

MATCH LINE, SHEET L-43



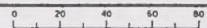
FOR PLANNING AND
STUDY PURPOSES

MATCH LINE, SHEET L-46

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 33.76 TO PM 34.00
SHEET L-44

MATCH LINE, SHEET L-45

RELATIVE BORDER SCALE
IS IN MILLIMETERS



USERNAME => USER
JOB FILE => WREQUEST

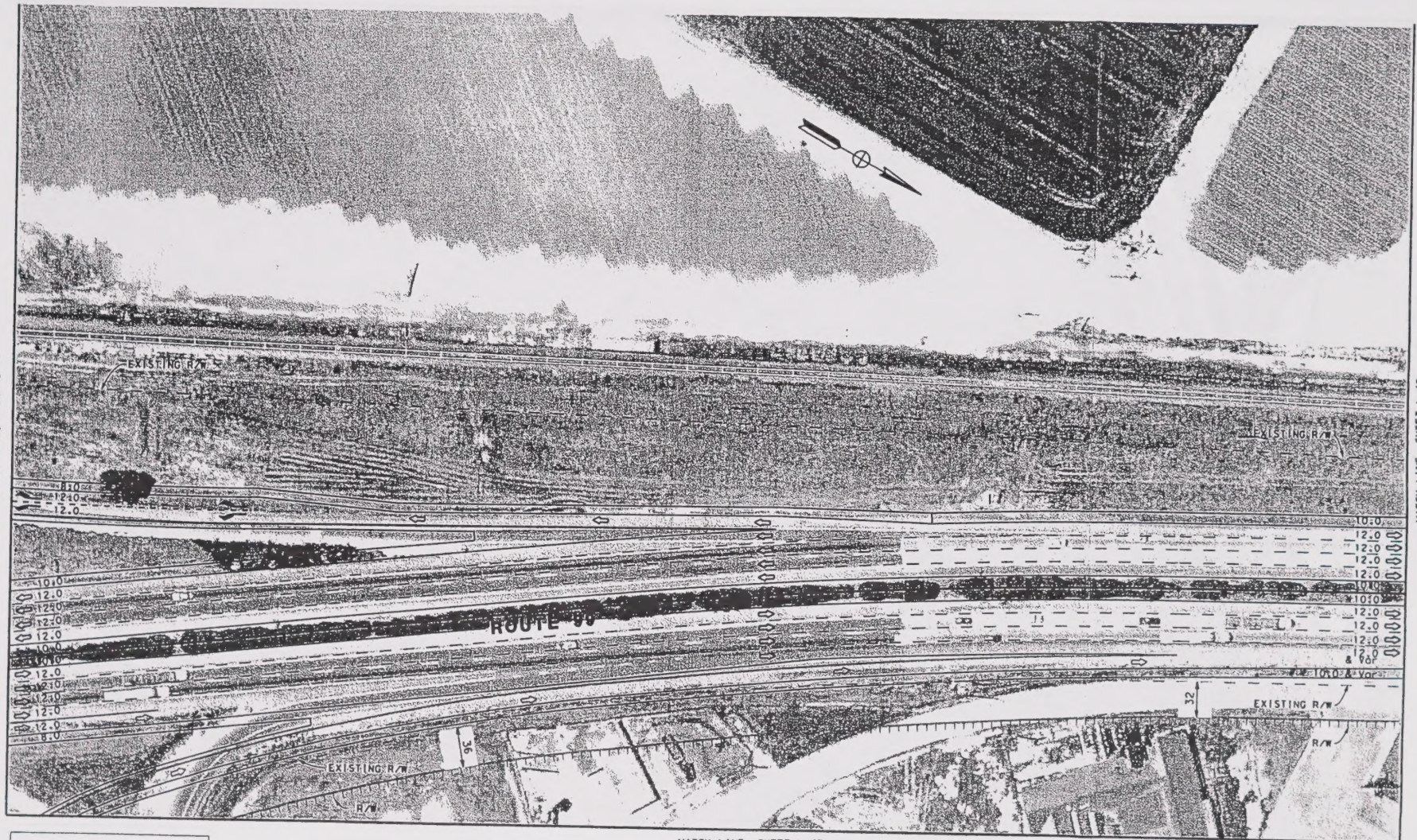
CU 00000

EA 000000

DATE PLOTTED => DATE
TIME PLOTTED => TIME

PROJECT ENGINEER

MATCH LINE, SHEET L-44



MATCH LINE, SHEET L-4B

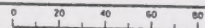
DATE PLOTTED	00-00-00
TIME PLOTTED	00-00-00

FOR PLANNING AND
STUDY PURPOSES

MATCH LINE, SHEET L-47

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 34.00 TO PM 34.24
SHEET L-45

RELATIVE BORDER SCALE
IS IN MILLIMETERS



```

USERNAME => USER
DGN FILE => WREQUEST

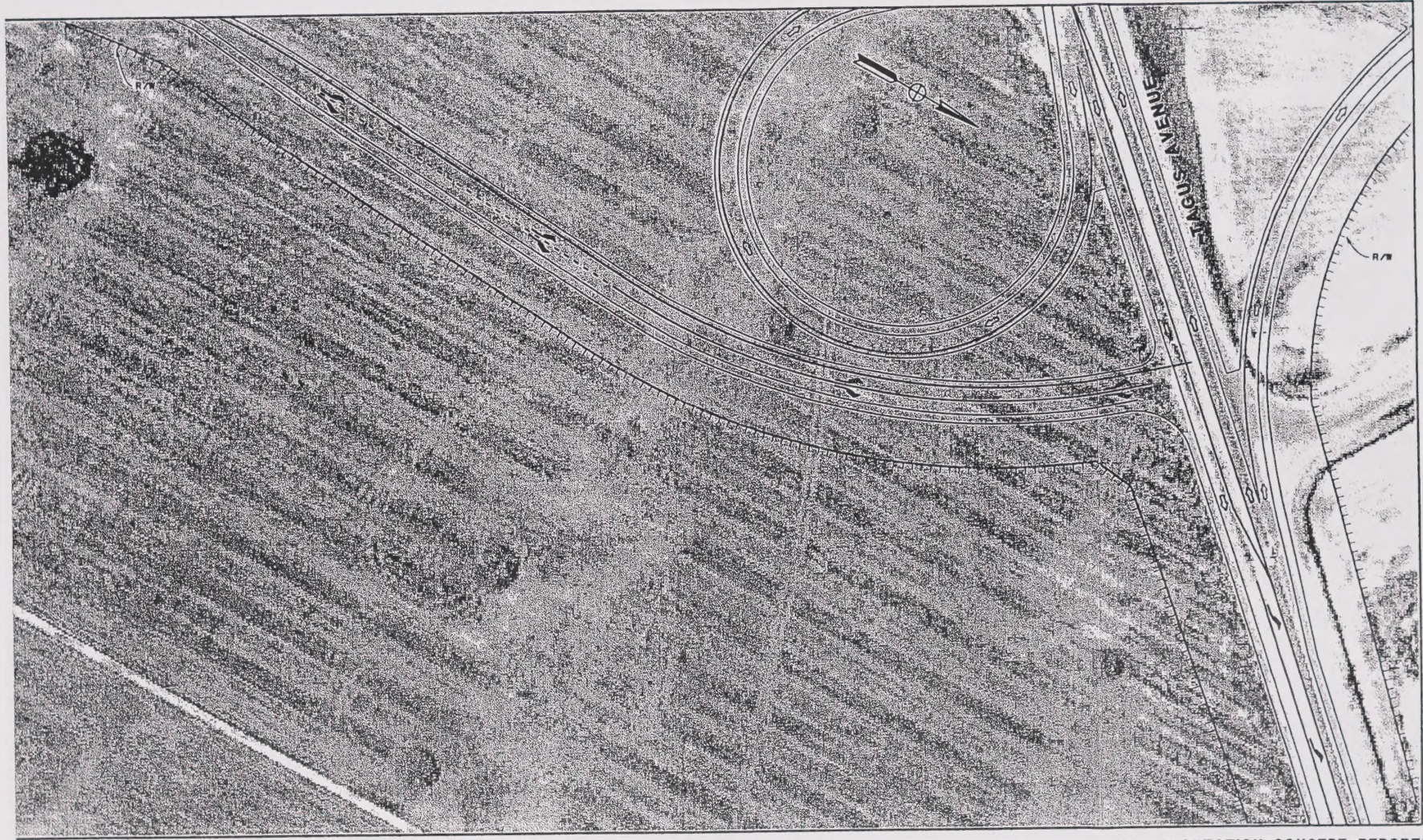
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CU 00000

EA 000000

#PROJECT	STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	CALCULATED/DESIGNED BY	WY	DATE	REVISED BY	DATE	REVISED BY	DATE

Planning Division



FOR PLANNING AND
STUDY PURPOSES

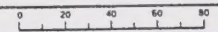
MATCH LINE, SHEET L-44

MATCH LINE, SHEET L-50

MATCH LINE, SHEET L-47

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 33.75 TO PM 34.00
SHEET L-46

RELATIVE BORDER SCALE
IS IN MILLIMETERS



USERNAME: >> USER
JOB FILE: >> WORKSET

CU 00000

EA 000000

FILE NUMBER: 00-00-00
DATE PLOTTED: >> DATE
TIME PLOTTED: >> TIME

MATCH LINE, SHEET L-46



MATCH LINE, SHEET L-45

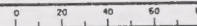
MATCH LINE, SHEET L-50

MATCH LINE, SHEET L-48

FOR PLANNING AND
STUDY PURPOSES

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 34.00 TO PM 34.24
SHEET L-47

RELATIVE BORDER SCALE
IS IN MILLIMETERS



USERNAME == USER
DOW FILE == REQUEST

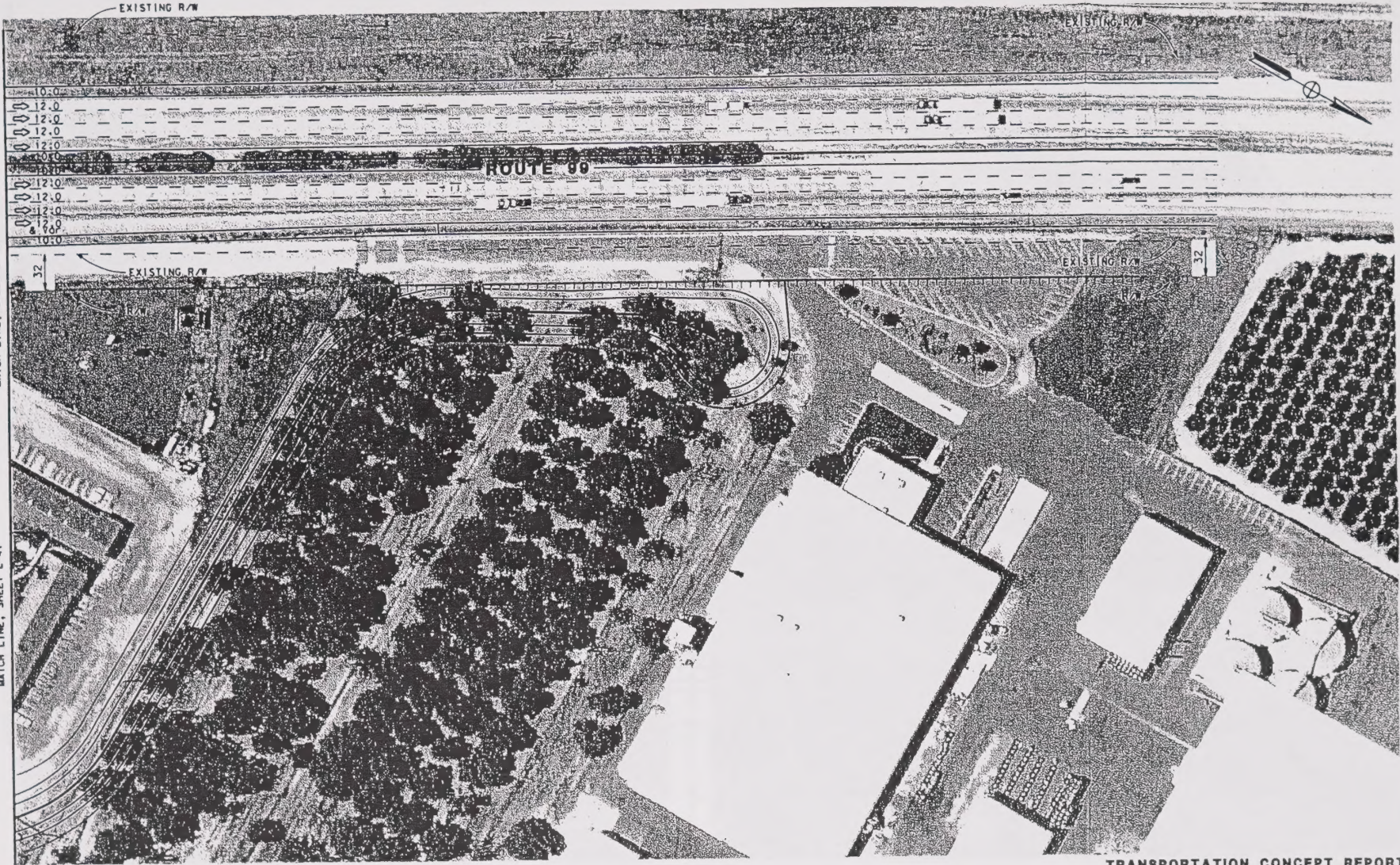
CU 00000

EA 000000

PROJECT	STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	CALCULATED/DESIGNED BY	WY	DATE REVISED BY	DATE REVISED
	Caltrans PLANNING DIVISION		CHECKED BY			

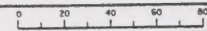
MATCH LINE, SHEET L-45

MATCH LINE, SHEET L-47



TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 34.24 TO PM 34.45
SHEET L-48

RELATIVE BORDER SCALE
IS IN MILLIMETERS



USERNAME == USER
DGN FILE == WREQUST

CU 00000

EA 000000

DATE PLOTTED == 01/14/00
TIME PLOTTED == 08:14

PROJECT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
California PLANNING DIVISION

PROJECT ENGINEER

CALCULATED BY
DESIGNED BY
CHECKED BY

WY

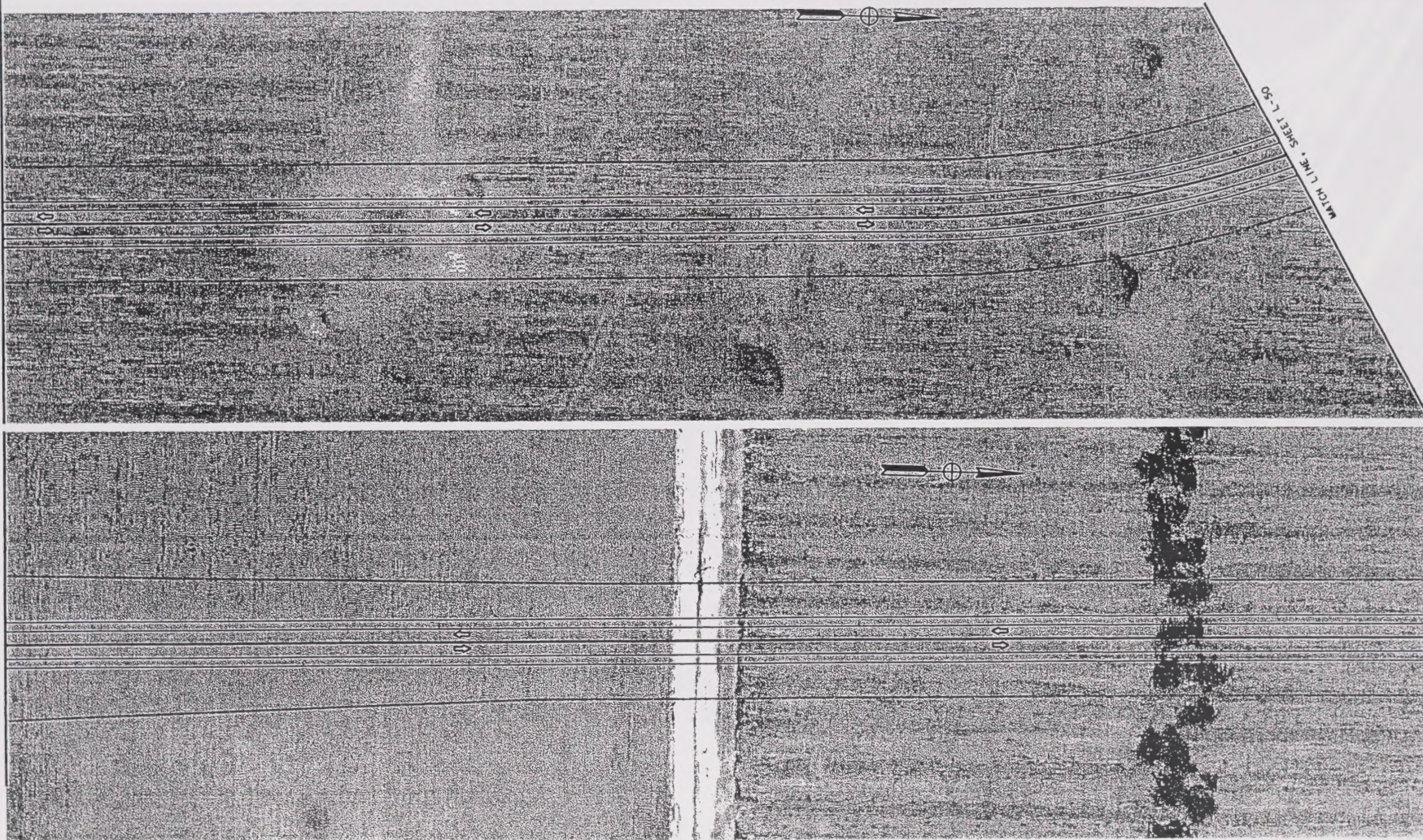
DATE

REVISED BY

DATE REVISED

MATCH LINE, SHEET L-42

MATCH LINE, THIS SHEET

FOR PLANNING AND
STUDY PURPOSESTRANSPORTATION CONCEPT REPORT
CITY OF TULARE
PM 33.42 TO PM 33.76
SHEET L-49RELATIVE BORDER SCALE
15 IN MILLIMETERS

0 20 40 60 80

USERNAME => USER
JOB FILE => BREAKFAST

CU 00000

EA 000000

JOB NUMBER
DATE PLOTTED => DATE
JOB-00-00 TIME PLOTTED => TIME

MATCH LINE, THIS SHEET

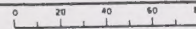
MATCH LINE, SHEET L-50

MATCH LINE, SHEET L-49

FOR PLANNING AND
STUDY PURPOSES

TRANSPORTATION CONCEPT REPORTS
CITY OF TULARE
PM 33.76 TO PM 34.00
SHEET L-50

RELATIVE BORDER SCALE
IS IN MILLIMETERS



USERNAME	=> USER
DGM FILE	=> REQUEST

CU 00000

EA 000000

DATE	PLOTTED	=>	DATE
TIME	PLOTTED	=>	TIME
00-00-00			

#PROJECT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

California

PLANNING DIVISION

PROJECT ENGINEER

CALCULATED/
DESIGNED BY

WY

CHECKED BY

DATE

REVISED BY

DATE

REVISED

MATCH LINE, THIS SHEET

FOR PLANNING AND
STUDY PURPOSESTRANSPORTATION CONCEPT REPORT
CITY OF TULARE
PM 32.59 TO PM 33.06
SHEET L-51RELATIVE BORDER SCALE
IS IN MILLIMETERS

0 20 40 60 80

USERNAME => WUSER
DGN FILE => WPROJECT

CU 00000

EA 000000

MATCH LINE, THIS SHEET

DATE PLOTTED => DATE
TIME PLOTTED => TIME

U.C. BERKELEY LIBRARIES



C124885888

